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REPORT

OF THE

PRESIDENT AND MANAGERS

OF THE

PHILADELPHIA AND READING RAIL ROAD COMPANY

TO THE

STOCKHOLDERS,

JANUARY 9, 1854.

PHILADELPHIA:
MOSS AND BROTHER,
12 SOUTH FOURTH STREET.
1854.

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REPORT

OF THE

PRESIDENT AND MANAGERS

TO

THE STOCKHOLDERS

OF THE

PHILADELPHIA AND READING RAIL ROAD COMPANY.

The Managers, in conformity with the requirements of the Charter, submit the following statements. The same form as heretofore adopted has been used, to afford ready means of comparison.

113441

TRANSPORTATION AND INCOME ACCOUNT FOR 12 MONTHS, ENDING NOVEMBER 30, 1853.

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.			DR.	CR.
			Receipts of the Road.			$
			Travel 211,819, equal to 92,657 through Passengers . .			225,763 33
			Freight on Merchandise, 107,853 Tons, ...			180,611 80
			Freight on Coal 1,582,248 Tons @ 1.42 50-100 cents, . .			2,254,694 17
			United States Mail, ...			14,218 00
			Miscellaneous Receipts, ...			13,000 29
						2,688,287 59
			Working Expenses:			
			Running Account.			
			Fuel, Wood 38,376 Cords, ...	$122,130 12		
			Cutting, Loading, &c., ...	31,440 77		
					153,570 89	
			Coal, 24,791 Tons Anthracite, 180 Tons Bituminous, . .		52,439 01	
			Oil, 33,456 Gallons, ...		30,708 54	
			Tallow, Lard, Grease, and Cotton Waste, ...		10,508 02	
			Wages of Engineers, Firemen, Conductors, and all hands, .		142,967 29	
			Tolls paid City and Norristown Rail Roads, ...		4,670 20	
			Hauling Expenses on Broad Street, ...		8,807 22	
			Hauling and assorting Cars at Schuylkill Haven,	$11,915 50		
			do. do. do. Richmond, .	14,303 48		
			do. do. do. Port Carbon, .	11,234 08		
					37,453 06	
			Paid for Coal lost by accidents, ...		6,144 31	
			do. use of Telegraph, ...		2,500 00	
$370,339 50	49,314 45	37,386 30	do. Patent Rights, $700; Sundries, $6,571 71, . .		7,271 71	457,040 25
			Workshop Account.			
			Wages of all Machinists, Blacksmiths, Carpenters, Mechanics, and Laborers, ...	166,009 01		
			Bar Iron, Steel, Blooms, &c., ...	37,076 65		
			Pig Iron, for Foundry	6,950 94		

			Copper, Spelter, Tin, Lead, &c., . . .	8,990 12			
			Timber and Lumber, ...	21,166 04			
			Coal used in Shops, Anthracite, . . .	7,576 85			
			do. do. Bituminous, . . .	4,109 03			
					251,878 64		
			Wheels, Axles, and Tires, made at Iron Foundry and Tilt Hammer Shop, ...		24,080 59		
			Hardware, Paints and Oils, Leather, Stone, Lime, &c., and Repairs of Tools, ...		15,374 49		
			Sundries, ...		4,014 95		
					295,348 67		
			Repairs of 103 Engines, ...	119,695 52			
			do. 4,792 Coal Cars, ...	134,118 38			
			do. 684 Merchandise Cars, ...	21,412 16			
			do. 38 Passenger Cars, ...	8,088 48			
			Work at Depots, Stationary Engines, Wood Cutting, &c., &c., ...	12,034 13			
235,278 87	34,965 13	25,104 67		295,348 67		295,348 67	
			Depot Account.				
			Wages of all hands, ...		24,392 07		
			Wages of Watchmen, ...		9,656 41		
27,008 38	10,077 76	3,224 88	Pumping Water, Coal, Materials, and Horse hire, . . .		6,262 54	40,311 02	
			Superintendence Account.				
			Salaries of all Officers, Agents, &c. on the Road,	31,653 27			
			Stationery at all Depots and Offices on the Road,	5,617 41			
67,121 00	5,608 94	7,994 27	Contingent Expenses, Salaries, &c., in Philadelphia,	43,453 53		80,724 21	
			Lateral Road Expenses.				
4,321 88	232 36	92 94	Salaries of Agents, and other Expenses, ...			4,647 18	
704,069 63	100,198 64	73,803 06	Carried forward,			878,071 33	2,688,287 59

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.			DR.	CR.
704,069 63	100,198 64	73,803 06	Brought forward,		878,071 33	2,688,287 59
			Roadway Department.			
			For Repairs and Renewal of			
			ROADWAY, 245 miles, Single Track.			
			Raising and Repairing Tracks,	$55,464 35		
			Ballast and Broken Stone,	7,368 00		
			Clearing Side Ditches,	5,149 58		
			Removing Slips,	382 05		
			72,807 Sills,	24,442 09		
			Timber and Lumber,	2,158 45		
			Spikes and Nails,	4,529 89		
			Chairs,	5,457 48		
			Frogs,	2,182 37		
			Switches,	3,712 13		
			Sidings and Coal Shutes,	2,596 20		
			Tools and Hardware,	2,809 58		
93,395 31	10,309 68	16,042 62	Oil and Sundries,	3,495 44	119,747 61	
			BRIDGES.			
			Stone Bridges,	207 05		
			Iron Bridges,	147 41		
			Wooden Bridges,	2,284 26		
2,456 42	248 75	404 30	Farm and Road Bridges,	470 75	3,109 47	
			BUILDINGS.			
			Passenger and Freight Depots,	1,984 69		
			Engine Houses,	681 28		
			Water Stations and Wood Sheds,	2,206 54		
			Turning Platforms,	56 13		

			Workshops,	15 00			
4,364 93	442 07	718 91	Dwelling Houses,	582 27	5,525 91		
			MACHINERY, &c.				
			Standing Machinery,	4,511 26			
			Labor in Yards,	2,876 87			
12,069 58	1,222 22	1,986 00	Expenses of all Engines used in this Department,	7,889 67	15,277 80		
			RICHMOND WHARVES.				
			Trestle Work,	5,753 66			
			Replanking,	8,640 91			
			Shutes,	1,842 03			
			Tracks and Switches,	1,015 77			
17,737 89			Docks and Wharves,	485 52	17,737 89		
			POLICE.				
			Watchmen at Bridges,	6,607 52			
			do. Stations,	1,582 93			
8,170 10	828 42	1,344 26	do. Tunnels,	2,152 33	10,342 78		
			SUNDRIES.				
			Clearing Ice and Snow,	52 75			
			Repairing Telegraph,	464 22			
			Law and Travelling Expenses,	113 67			
			Coal,	858 97			
			Sundries,	714 68			
5,323 44	539 10	876 20	Superintendence, &c.,	4,534 45	6,738 74	178,480 20	
$847,587 30	$113,788 88	$95,175 35	Or, 1.02 71-100 cents per through Passenger.				
		113,788 88	" 1.05 50-100 " " Ton Merchandise.				
		847,587 30	" .53 56-100 " " Ton Coal.				
		$1,056,551 53	Total Expenses, Working and Repairing the Road and Machinery, Carried forward,			1,056,551 53	2,688,287 59

TRANSPORTATION AND INCOME ACCOUNT—*continued.*

				DR.	CR.
		Brought forward,		1,056,551 53	2,688,287 59
Drawbacks and Allowances.					
Dumpage,		$87,470 35			
Freight on Missing Coal,		5,457 72			
Errors in Freight and Tolls Bills,		2 14			
			92,930 21		
Motive Power on Lateral Rail Roads,			7,116 62		
Rents and Ground Rents,			22,423 83		
State, County, and City Taxes,			12,673 94		
Profit and Loss, Interest, Damages, and Sundries,			30,841 39	165,985 99	1,222,537 52
		Net Profit for the Year,			1,465,750 07
Interest on Bonded Debt.					
Coupons due 1st April, 1853, 1½ per cent on 1850 and 1870 Bonds, per Report of Nov. 30, 1852,	$3,555,400				
Add, issued,	200				
	$3,555,600	*a* 1½ per ct.	53,334 00		
Coupons, due 1st July, 1853, on 1856 Bonds,	$10,000				
" 1860 "	$5,667,800				
Less converted into Stock,	706,000	4,961,800			
	$4,971,800	*a* 3 per ct.	149,154 00		
On 1860 5 per ct. Bonds,	825,600	*a* 2½ per ct.	20,640 00	169,794 00	
Coupons due 1st October, 1853, on 1850 and 1870 Bonds,	$3,555,600				
Less bought with Sinking Fund,	42,000				
	$3,513,600	*a* 3 per ct.	105,408 00		

Coupons due 1st January, 1854, on 1856 Bonds,		$10,000				
1860 "		4,961,800				
		$4,971,800	*a* 3 per ct.	$149,154 00		
In 1860, 5 per ct. Bonds,	825,600					
Less bought with Sinking Fund,	24,000	801,600	*a* 2½ per ct.	20,040,00	169,194 00	
Coupons due 1st April, 1854, on 1850 & 1870 Bonds,	$3,513,600					
Less bought with Sinking Fund,	44,000					
	$3,469,600	3 mo's. *a* 1½ per ct.			52,044 00	
Total Interest for 1853 on Bonded Debt,						549,774 00
One Year's Interest on Bonds and Mortgages, per Report Nov. 30, 1852,		210,100				
Add, issued this Year,		159,000				
		369,100				
Less paid off,		100				
		369,000	*a* 6 per ct.			22,140 00
Total of Interest for the Year,						571,914 00
Renewal Fund.						
3 cents per 100 Tons on 356,580,770 Tons transported 1 mile during 12 months ending 30th November, 1853,						106,974 23
						678,888 23
Dividend Fund for the Year,						786,861 84
Add, Dividend Fund, 1852,						2,115 66
						788,977 50
Which has been disposed of as follows:—						
Dividend on Preferred Stock in July, 1853, on		$1,551,800	*a* 3½ per ct.	54,313 00		
do. do. Jan'y 1854, on		1,551,800	*a* 3½ per ct.	54,313 00		
do. Common Stock July, 1853, on		5,764,494 50/100	*a* 3 per ct.	172,934 83	281,560 83	
State Tax on Dividends in December 1852, and July, 1853,					23,283 71	
Sinking Fund for Bonds issued in 1836, payable 1860,				25,000 00		
do. do in 1849, payable 1870,				75,000 00	100,000 00	
For Balance at the Dr. of Interest account,					101,400 29	506,244 83
Cr. Balance of Dividend Fund, 1853.						$282,732 67

These statements exhibit most gratifying results. The gross receipts have exceeded those of the previous year $207,661 18, and the net profits $213,762 78.

The cost of transportation has been reduced in every department, as follows:—

On Coal,	- -	$1\frac{08}{100}$ cents per Ton.
" Merchandise,	-	$4\frac{02}{100}$ " " "
" Passengers,	-	$28\frac{98}{100}$ for each through Passenger.

It is to be observed that this economy has been attained during a period remarkable for the high price of materials and labor, and for that reason, especially, cannot fail to be a source of great satisfaction. Nothing can more clearly demonstrate the prosperity of any public work than such results as the operations of the past year present. This diminution of expenses in the transportation of Coal, may properly be attributed to the increased use of Anthracite Coal as fuel in the locomotives; and from the same cause, a still further reduction may naturally be expected. The use of this fuel in the locomotives has been gradually and regularly increasing. Sixty per cent of the coal transportation of the last year has been accomplished by it, and it is intended, as soon as practicable, to use it exclusively for that purpose. These results, demonstrating as they do, both its adaptability and its economy, are not only highly advantageous to the Company directly, but cannot fail to prove most beneficial by inducing a more general use of that fuel for this purpose.

The cost of transportation per Passenger, and per ton of Merchandise, is also materially reduced. This may be attributed to the increase of business in both departments.

The Passenger business and receipts are 25 per cent greater than in 1852, and the Merchandise traffic exceeds that for the same period nearly 33⅓ per cent. The increased revenue from the Passenger business amounts to $57,333 04, and from Merchandise, to $41,648 19. As this augmented business in both branches has been conducted with about the same number of trains, and therefore without proportional increase of cost, the diminished expense is thus readily understood.

The Managers frankly admit that the quantity of coal transported has not equalled their expectations. Although the revenue

from this source has also increased, as compared with the year 1852, the amount of Coal transported has been less, by 68,664 tons. The charge for transportation has been increased at an average of $12\frac{27}{100}$ cents per ton, yielding an increased revenue from this source, of $104,017.

An examination of the amount produced from the three great anthracite regions within the past few years exhibits the following singular results. They supplied in 1851, 4,429,458 tons, being an increase upon the previous year of 981,103 tons. In 1852, they produced 4,993,471 tons, being an increase of 564,014 tons, while in 1853, the production was 5,195,151 tons, and the increase only 201,680 tons. It is further worthy of remark, that this increased production of 1853, has been consumed upon the lines of the various improvements thus transporting it, leaving the quantity sent to other markets actually less than in 1852. Several considerations may enable us in part, if not wholly, to account for this remarkable irregularity. The unusual mildness of the preceding winter left an excess of Stock in the Spring, causing but little demand in the early part of the year. The increased price resulting from higher wages, and the diminished production, induced many purchasers to delay contracting for their supplies. But this reduction may be chiefly accounted for by the great scarcity of coasting vessels, and the consequent high rates of freight demanded; to such an extent was this deficiency felt, that during the fall the freights attained a rate of nearly one hundred per cent. beyond that of 1852. From these causes the cost of Coal in foreign markets increased, until at one period it attained an advance of fifty per cent. Both dealers and consumers, aware that these enormous rates for freight could not be maintained, during even the winter months, have, it is believed, secured only a partial supply.

The great profits realized by the owners of coasting vessels in all branches of commerce, will naturally induce a large investment in such property, and in the end insure a regular supply of vessels, adapted by their construction expressly for this trade.

This state of things, brought about by the causes to which we have alluded, will, it is believed, create an increased demand for Coal during the winter, and leave both dealers and consumers in the early Spring in immediate want of large supplies. Nor in es-

timating the demand for any succeeding year, is it to be forgotten that the history of this trade has shown that its progress and average of increase is secure and certain, and that if, from any cause, this has not been attained during any given year, those that follow have not failed by their increase to maintain the accustomed average.

In the early part of last year the Dauphin and Susquehanna Coal Co., satisfied that they would complete their road in July, and connect the immense body of lands owned by them with the works of this company at Auburn (10 miles below Pottsville), applied for facilities for the transportation and shipment of a large quantity of coal.

The managers confidently relying upon this assurance, to some extent availed themselves of the discretion given at your last annual meeting, and with a view to accommodate this anticipated business, constructed a wharf at Richmond, and 213 eight-wheeled coal cars. Delays from various causes prevented the completion of that road at the time designated. It will, however, be in operation in a few days. This company have not, therefore, realized any revenue from the expenditures thus made. This trade will be a most valuable one; a portion of the coal which will thus reach this market is peculiar, being semi-bituminous and adapted as a substitute for bituminous rather than as competing with the anthracite. The road forms a direct communication between the valleys of the Schuylkill and the Susquehanna, and connects the works of this company with the Pennsylvania Railroad extending to Pittsburg.

In the last Report, it was announced that after the termination of the fiscal year, 1851, '2, the Managers had purchased Real Estate at Richmond, having 1,269 feet of river front. It adjoins on the north the property now occupied by wharves. Since that time the proper conveyances have been completed. This, with the former purchases of the Company, gives a front on the River Delaware of 4,230 feet, which it is believed will be sufficient for all purposes for very many years. Other real estate, with a view to afford ready access to the whole of the wharf property, has been bought. When it is known that the population of the District of Richmond has more than doubled in six years; that the improvements have increased in equal ratio, and that the entire river front

between this city and the lands of the company (3½ miles) is now occupied for business purposes, the wisdom, indeed the necessity, of making these large purchases cannot be doubted. A postponement would have been most injurious to the permanent interests of the Company.

Additional lots have been purchased in the square of ground intended for a Depot in the very centre of the city, to which reference was made in the last Report. The entire square, 261 feet on Broad, extending 528 feet to Thirteenth Street, now belongs to the Company, with the exception of two small and unimportant corners on Thirteenth Street. Adjacent and convenient to this square of ground a proper lot has been obtained for an Engine House, to avoid the necessity of running the Locomotives some three miles in and out of the city for each trip, as is now required. Some other less important purchases of Real Estate at various points on the line have been made.

In addition to the new coal wharf at Richmond already referred to, three others are nearly finished and will be completed in time for the early spring trade. The extension to new coal fields by several of the lateral Railroads, rendered necessary these additional facilities. The Mine Hill and Schuylkill Haven Railroad Company, which furnished 996,988 tons of coal for transportation during last year, are extending their road into the centre of the second great coal field, and expect to have it completed in July next. The Mine Hill and Mill Creek Railroad Company have also decided to extend their road 8½ miles to New Boston, where additional large supplies of the best anthracite coal have been found. The extension of the Little Schuylkill Road, also now in progress, will develope the eastern portion of the second coal field. Applications have also been made for shipping facilities for some portion of the coal from the Lehigh region.

The roads so proposed to be extended, form a portion of the lateral roads connected with the works of this Company, but the great increase in the length of these several lines may make it necessary, in some degree, to change the existing arrangements. This Company being owners of all the river front conveniently available for the shipment of coal, the Managers did not hesitate to provide in due time the requisite wharf facilities which this increased business will require; but a most important question arises

with reference to the manner in which these extended lines are to be supplied with cars. To the lateral roads heretofore existing, the Company has furnished their cars without special charge, deriving a profit from their use indirectly in securing by this means the transportation of the coal upon their own road. The profit thus arose only from their own works.

But it is manifest that, however well founded such a policy may have been, while the connecting Roads are short, it cannot be applicable, when these Roads, increasing in length, require the rolling Stock of this Company for a longer time and for a greater distance. While a transfer of coal from one car to another is highly, if not fatally objectionable, yet in every aspect it appears to the Managers entirely reasonable to require the Company's owning these Roads to furnish at least a portion of the rolling Stock for these numerous and increasing extensions, and it is their design to attempt by negotiation some equitable arrangement for this purpose. Some charge undoubtedly would be readily paid if this Company would furnish the requisite cars. This, however, requires a large and constant increase of capital, which to some, if not many, of the proprietors is most objectionable.

It is, however, an unquestionable fact, that of all expenditures connected with Railways, those for actively employed rolling stock are most certain to yield largely increased and immediate profits. The other requisite improvements made, the entire cost of locomotives and coal cars for an increased business will be fully covered by the profits of the first year. It is not, however to be inferred, that in the judgment of the managers, it is politic to furnish rolling stock for other Companies. Under the arrangement existing, only the most moderate profit for the capital required could be obtained for the service performed by the cars on other roads, nor does the position of the Company require any such expenditure to secure ample business. The first coal field from which our present traffic is furnished, has abundant capacity for any increased consumption that may be required for many years. Recent developments demonstrate the supply of coal heretofore regarded as almost inexhaustible, to be far greater than had been even imagined.

The Renewal Fund has been appropriated as follows, viz. :—

RENEWAL FUND—1852–'53.

New Rail Road Iron—		
Used in Main Tracks, 1,571.55 Tons, . . .	$89,437 80	
Less old Rail Road Iron taken up, 1,342.09, .	53,891 21	
		$35,546 59
New Tracks—		
Laying 8 85-100 miles of New Tracks, complete,		6,268 48
New Sidings and Turnouts—		
10,255 feet, including Paving and Grading, . .		8,503 25
Turnouts and Depots—		
Enlarging Kreosoting Apparatus at Pottstown; New Watch and Tool Houses; Fences; Cattle Guards; Depot Scale, Broad Street; New Turning Platform at Mt. Carbon; Enlarging Broad Street Stable; New Columns, Pipe, &c., Phœnixville Water Station; New Heaters for Water Stations; New Platform Scales; Sand House; Alley Embankment; Turning Platforms and Drains at Reading; New Water Station at Phœnixville; Building Engine and River Connections; Sundry work New Water Stations, on Tubs, Pipe, &c.; New Water Tub at Richmond, ...		11,541 42
New Bridges—		
Building Stone Bridge below Orwigsburg; Completing Stone Bridge over Bingamon St., Reading; Side Walls at Reading and at Birdsboro', . .		14,224 43
New Stationary Machinery—		
New Boiler for Palo Alto; Steam Hammer for Blacksmith Shop, Reading; Boiler for Engine at Iron Car Shop; Punching Machines, Screw Cutters, Boring Machine, Bolt Cutters, Rivet Machine, Drill Presses, Planing and Slitting Machines, for Reading, Schuylkill Haven, and Richmond Shops, ...		6,413 07
New Running Machinery—		
Rebuilding "Philadelphia" Engine; Rebuilding 8 Eight-Wheeled and 35 Four-Wheeled Open Cars; 1 Four-Wheeled House Car, and work in progress for Dumping Cars for Ballast; Rebuilding 2 Passenger Cars, ...		8,248 67
Sundries—		
Hauling and Distributing Materials; Superintendence and Office Expenses; Building 70 miles of New Telegraph Line; Sundry Expenses making Water Surveys in Schuylkill County; Connecting with Water Works of Richmond District, Boats, Scows, Cleaning Water Course; Filling up Docks and Walling at Mt. Carbon, ...		10,519 77
Carried forward,		$101,265 68

	Brought forward,			$101,265 68
New Engines—				
Cost of 7 New 1st Class Engines, all to use Anthracite Coal;				
	"Octorara,"			
	"Metamora,"			
	"Aramingo,"			
	"Wissahickon,"			
	"Camanche,"			
	"Seneca,"			
	"Tecumseh,"		62,906 48	
Less, received for Old Engines sold, viz.:	"Atlantic,"	$3,500 00		
	"Conestoga,"	3,500 00		
	"Potomac,"	3,587 50		
	"Vermont,"	6,000 00		
	"Gazelle,"	3,300 00		
	"Roanoke,"	4,000 00		
	"Monocacy,"	5,000 00	28,887 50	34,018 98
				$135,284 66
Cr. By Balance from last year,			22,487 10	
Cr. By 3 cents per 100 Tons on 356,580,770 Tons, hauled 1 mile in 12 months, ending November 30, 1853,			106,974 23	129,461 33
Dr. Balance to next year,				$5,823 33

To this account for the past year has been charged the cost of seven new first class locomotives. An equal number of engines has been sold. One half of the former is fully equal to the original efficiency of the whole of the latter.

The sum expended for the erection of a bridge of stone (240 feet in length) in lieu of the one of wood, burnt in 1852, should not, perhaps, be all charged to this fund, as the expenditure for the former is much greater than the outlay required for replacing the wooden structure. The Managers think, however, that it will be more satisfactory to err, if at all, in making excessive charges to this fund, rather than to capital. These unusual charges leave the account in debit balance of $5,823 33.

The permanent improvements directed at your last annual meeting received immediate attention. The long stone bridges across the River Schuylkill at the "Falls," and at "Peacock's Locks," which it was then resolved to substitute for the present wooden

structures, have been commenced, and satisfactory progress has been made.

The expenditures for these and all other purposes, are minutely stated in the accompanying exhibits, to which reference is made for further details.

During the last summer a fraud which had for some time been practised upon the Company, and conducted with great ingenuity, was detected and exposed.

The Coal offered for transportation reaches the road of this Company by various lateral roads leading to the mines. The Companies owning these roads are required by their charters to make and keep accurate accounts of the weight for the uses of the land owners, operators, &c. A portion of the coal is weighed under the direct control and supervision of the officers of this Company. That from the Mine Hill and Schuylkill Haven Railroad formed an exception. To avoid the expense and delay of immediately reweighing, the weights, supposed to have been furnished by that Company, were received as the basis for the charges of freight and tolls. It was, however, discovered that an agent of the operators (having a desk in the office of that Company, but not in their employment,) appointed to keep accounts of weight for his employers, and to give their directions as to the consignment, or the parties to whom the coal was to be delivered, had, for some years, made and transmitted to this Company tickets falsely representing the weights, and of course with the knowledge and for the gain of his principals. It now appears and is admitted by this clerk that he adopted a system of tickets by which the weight was falsely represented to this Company as about five per cent. less than its true amount, whenever the coal was consigned to their own firms. When sent to others the ticket represented it as about five per cent. in excess of the true weight. In the former case (far the largest amount being consigned to the parties themselves) this Company received, of course, the freight and tolls on a less quantity than was actually transported, and to which they were entitled; and in the latter, they received more, while the purchaser of the coal was defrauded. These alternate over and under charges in so large a business, and to so small an amount in the aggregate, escaped detection.

Immediately upon the detection of this fraud, the most active

legal measures were resorted to, and resulted in a confession of judgment by two of the parties for an amount then supposed to be sufficient to cover the loss of the Company by their agency, and the arrest of a third, against whom a suit is still pending. The property of the former was seized and sold at sheriff's sale.

A very rigid examination of the accounts of all the operators on this road was commenced, but has not yet been completed. Enough is known, however, to lead the Managers to the belief that the fraud is exclusively confined to the three parties whose names were made public at the time, and that the extent of it during the four years does not exceed $50,000, a portion of which will be recovered by the measures already taken and intended to be resorted to. It is a matter of deep regret that persons occupying, theretofore, a position of high respectability, should have resorted to a course of conduct so dishonorable both in purpose and in the means used to accomplish it.

It will be observed that the usual dividend fund has been diminished by the payments of interest $101,400 29 on the floating debt. This debt has been created chiefly by the purchase of addition real estate and for improvements authorized. The interest thus paid includes that upon the debt unfunded at the time of the last Annual Report, and has been increased by the scarcity and consequent high value of money for some months past.

From these purchases and improvements no direct revenue has as yet been received. Indeed, some of the improvements are not yet fully completed, and none of them were available for the business of this year. It may be questioned whether the interest accruing for expenditures for permanent improvements should not be charged to their cost until completed. The Managers, however, deem it proper to deduct it from the revenue. After making this payment of interest on the floating debt, and appropriating $100,000 to the sinking fund (equal to $1\frac{1}{2}$ per cent. on the amount of preferred and common stock outstanding) there still remained a fund equal to 7 per cent. for both classes of stockholders, and a surplus of $\$52{,}152\frac{89}{100}$.

Dividends have therefore been made of $3\frac{1}{2}$ per cent. in July '53 and January '54 on the preferred, and of 3 per cent. in July, and 4 per cent. in January on the common stock.

The fund arising from the Sinking Fund, by the cancellation of

bonds purchased this year, $111,173 31, for which an equal amount of stock has been created, together with the surplus of last year, $42,765 36, gives a fund for distribution, in common stock, of one and one half per cent. to each class of stockholders (now declared), and leaves a surplus for the preferred of $1,075 29, and for the other (common) of $43,094 97 for future division.

With such results and prospects, the Managers reasonably expected to have obtained the permanent capital for these expenditures, so essential for the future, on terms more favorable than have yet offered. In postponing the funding of the debt as authorized, they have endeavored to consult the permanent interests of the proprietors.

The projectors of this work truly regarded it as but a link of a great chain of public improvements, which were to extend through the northern counties of Pennsylvania, and connect the metropolis of the State with the Lakes. These anticipations are about to be realized. Some of the roads to which the Managers referred in their last Annual Report, have been prosecuted with a vigor commensurate with their importance.

The Catawissa and Williamsport and Elmira Rail Roads are expected to be finished by the 1st of July next. They connect with the great roads of the State of New York, and open a new field of commerce and travel to a country whose natural resources only needed such facilities to encourage its enterprise and lead it to the greatest prosperity.

These lines, it may not be improper to add, will afford the highest attraction to the travelling public. By their means our own citizens, leaving home in the morning, will reach Niagara by daylight, passing on their route through those regions of Pennsylvania where the productions of nature are displayed in a form less attractive but more useful than at the great Falls, at which they terminate. These links of Rail Road will form a great northern and southern line, and uniting at Niagara with the roads now finished, through the Canadas, will afford a short and most available route southward, for trade and passengers from the whole of this extended range of country.

The Dauphin and Susquehanna Road, to which allusion has been made, connects the works of this Company with the great and rich valley of the Susquehanna, and with the main line of Pennsylvania improvements to the west.

The construction of the Lebanon Valley Rail Road, extending from Harrisburg, and connecting with the Road of this Company at Reading, has been determined upon, and the public-spirited citizens of Reading have, by municipal and private subscriptions to its stock, rendered its completion certain.

The Sunbury and Erie Rail Road Company now having obtained the aid of the city of Philadelphia (never more wisely extended), will be prosecuted with an energy of purpose worthy the great results which its completion will surely accomplish.

By means of the works of this Company, the passengers and traffic of all these lines will reach the seaboard, and upon such facilities as we can offer they will all greatly depend for their usefulness, regularity, and prosperity.

To meet so great an increase of business, in passengers and merchandise as must surely flow from these channels, some additional expenditures will be necessary. Among these may be designated such sum as will be required for additional Depot facilities at the junction with the Little Schuylkill Rail Road at Port Clinton, the erection of the building in Broad Street, and an additional number of passenger and merchandise cars.

It should never be forgotten that during the early organization of this Company, great financial embarrassments existed, and the accommodations for Depots, Water Stations, &c., &c., were necessarily limited to the most economical expenditures for even the local business of the Valley of the Schuylkill.

The Managers believe that the Stockholders will cordially approve of the expenditures already incurred under the authority given, and will see the propriety of so continuing and extending it, that this increase of business may find the Company in a position to take and to keep it, profitably to themselves and advantageously to the public.

By order of the Board of Managers.

JOHN TUCKER, *President.*

Office of the Philadelphia and Reading R. R. Co.

PHILADELPHIA, *January* 9, 1854.

DR. *General Account of the Philadelphia and Reading Rail Road Company, November 30, 1853.* CR.

Rail Road,		$13,794,705 33		Stock,		$5,764,494 56	
Depots,		226,051 67		Preferred Stock,		1,551,800 00	7,316,294 56
Locomotive Engines and Cars,		2,432,509 78					
Real Estate,		688,720 69		Stock entitled to Dividends earned after November 30, 1852, amount created in lieu of same amount of 1836-60 and 1849-70, Bonds cancelled,			156,037 44
			$17,141,987 47				7,472,332 00
Expended in 1853,							
New Stone Bridges,	$54,920 28			Loans :—			
New Wharves,	154,643 79			5 per ct. Bonds, 1836-60, unconvertible,		$01,600 00	
New Cars,	102,563 13			6 " " 1847-56, convertible,		10,000 00	
New Depot Expenses,	31,049 03			6 " " 1843-60, unconvertible,		1,572,800 00	
		343,176 23		6 " " 1844-60, convertible,		1,032,000 00	
Sundry Real Estate bought,		403,071 07		6 " " 1848-60, convertible,		1,205,000 00	
Telegraph Stock,		16,784 00		6 " " 1849-60, convertible,		1,152,000 00	
			763,031 30 $17,905,018 77	6 " " 1849-70, unconvertible,		3,469,600 00	9,243,000 00
Assets :—							
Dr. Balance of Capital Account,		700,886 77		Bonds and Mortgages Real Estate, per Report, Nov. 30, 1852,	369,000 00		
Cash,	$75,611 50			Paid off in 1853,	180,200 00	188,800 00	
Bills Receivable,	8,304 45						
Freight and Tolls Bills, receivable 1st week in December, 1853,	125,832 48			Issued in 1853,	332,034 16		
		209,748 43		Less Ground Rents to be paid in December, 1853,	32,034 16	300,000 00	488,800 00
Debts due to the Company incurred in current business,	283,376 04						
Debts due to the Company secured by Real Estate,	387,695 42			Balance of Capital Account carried to Debts and Assets account,			700,886 77
Debts due to the Co. without security,	108,930 63						
Less probable loss,	36,581 51	72,349 12					
		743,420 58					
Stocks and Bonds held by the Company,		47,075 00					
Materials on hand, current business of the Road, and debts incurred for 1854,		350,972 08					
Sinking Fund, 1836-60,	1,493 66						
Sinking Fund, 1849-70,	415 76						
		1,909 42	2,054,012,28				

Liabilities.				
Bills Payable, ...		1,020,510 67		
Debts due by the Company, ...		417,170 22		
Ground Rents to be paid in Dec. 1853,		32,034 16		
Coupons to 1st Jan. 1854,	$221,238 00			
Interest on Real Estate Bonds, ...	2,729 85			
Preferred Stock Dividend, January, 1854, . . .	54,313 00			
State Tax on Dividends,	23,283 71	301,564 56		
Dividend Fund, 1853, ...		282,732 67		
			2,054,012 28	
				$17,905,018 77

	$17,905,018 77

S. BRADFORD, *Treasurer.*

PHILADELPHIA, *January* 2, 1854.

REPORT OF ENGINEER AND SUPERINTENDENT.

John Tucker, Esq., President of the Philadelphia and Reading Rail Road Company.

SIR,

The following Report of the operations of the Road in its various Departments, for the fiscal year ending November 30th, 1853, is respectfully submitted :—

Transportation Department.

The annual statements, A B C, &c. made out in same form as heretofore, exhibit the business and working of the Road in detail.

Although the cost of wages and materials of every description has exceeded that of any former period, the cost of transporting coal, passengers, and merchandise has been lower than during the year 1852.

This reduction of expense is mainly attributable to the same cause as stated in my last Annual Report, the increased quantity of anthracite coal used as fuel for locomotives in place of wood—sixty per cent of the coal transportation of the past year having been performed by the 31 locomotives using this description of fuel exclusively.

The increased cost of "repairs of engines," is caused by the advance in wages and materials, and by the heavier repairs of engines using coal fuel during the past year. Our growing experience, and the improvements made in the application of this fuel, have already diminished its injurious effects upon those engines using it exclusively, and we anticipate, at the close of the current year, a reduction of the cost of repairing engines, using anthracite coal, to an extent not materially greater than with the use of wood fuel.

Roadway Department.

The expenses of this Department are less than those of last year, by the sum of $23,651.77. $8\frac{85}{100}$ miles of new track have been laid during the year; $9,900.35 of the cost of which has been charged to this Department.

The track, bridges, wharves, and other items embraced under this head, are in good and efficient condition.

Rail Road Iron—In Renewal Department.

New Rail Road iron, used during year,	1,571.55	tons,	89,437 80
Less, old Rail Road iron taken up,	1,342.09	"	53,891 21
Net cost,			$35,546 59

New Tracks—Main and Turnout.

$8\frac{85}{100}$ miles of new main track have been laid, the cost of labor, signals, and creosoting sills having been charged to Renewal Department.

2.89 miles of turnout tracks have been laid down during the year—at Reading, Auburn, Norristown, Nicetown, Phœnixville, Pottstown, and elsewhere; chiefly for the accommodation of new furnaces, rolling mills, and connections of the "Dauphin and Susquehanna," "Chester Valley," and "Norristown" Rail Roads.

Shops, Depots, and Buildings.

A new water cistern has been erected at Richmond, a new turning platform laid down at Mount Carbon, heaters attached to water stations, passenger, freight, and coal car shops built and extended at Reading, and an engine house partially completed at same station. The company's property at Pottstown and Richmond has been improved by facilities for increasing iron ore, and other business, and additional machinery put up in the Reading workshops, and elsewhere, for work required for new engines, cars, bridges, and wharves.

New Stone Bridges.

Two stone bridges at Orwigsburg and Phœnixville tunnels, in place of a wooden structure destroyed by fire, and of a bank carried away by the freshet of 1850, have been completed during the year.

The stone bridges at Peacock Locks, and the Falls have been commenced; two abutments and one pier of the latter, and all the piers of the former having been securely founded and built during the year.

New Engines and Cars.

Seven new 1st class engines, all for coal transportation, and for the use of that fuel exclusively, have been built during the year.

213 eight-wheeled wooden coal cars—7 new passenger cars—1 mail car—and 22 freight cars have also been added to the stock of running machinery; and one locomotive engine, 2 passenger, and 44 freight cars have been rebuilt.

New Wharves.

A new coal wharf, No. 15, has been built, and furnished with all the necessary tracks, shutes, scales, offices, &c. New wharves Nos. 16, 17, and 18, are also far advanced towards completion, and will be ready for the coal trade by the opening of business next spring.

All these new docks have been excavated to secure a depth of 12 feet below low-water mark, and it is believed will be found most efficient in all their requirements, for the accommodation of vessels employed in the coal trade of the Delaware.

A new pier has also been added to wharf No. 2, and a new retail wharf constructed.

Very respectfully,
Your obedient servant,
G. A. NICOLLS,
Engineer and General Superintendent.

READING, PENN., *November* 30, 1853.

STATEMENT A.

Business of Philadelphia and Reading Rail Road for the year ending November 30, 1853.

TONNAGE.

Coal transported, tons of 2,240 lbs.,	1,582,248
Merchandise transported, tons of 2,000 lbs.,	107,853
Materials for use of Road, including earth, gravel, timber, rails, sills, cord wood, stone, brick, iron, &c. &c., in tons of 2,000 lbs.,	174,161
Total tonnage of Road for the year, including weight of passengers, in tons of 2,000 lbs.,	2,076,197
Total amount of coal transported to date, tons of 2,240 lbs.,	12,622,382
Total tonnage of Road to date, tons of 2,000 lbs.	16,561,712

PASSENGER TRAVEL.

Total number of passengers during year,	211,819
Total number of miles travelled by same,	8,524,527
Equal to, in through passengers, over whole length of Road,	92,657
Total number of passsengers transported to date,	1,438,012

RECEIPTS OF ROAD.

From freight and tolls on coal,	2,254,694 17
do. freight on merchandise,	180,611 80
do. passenger travel,	225,763 33
do. transportation of U. S. Mail, express car, and other sources,	27,218 29
Total Receipts,	$2,688,287 59

Business of Philadelphia Branch Road between Philadelphia and Schuylkill Viaduct for year.

Tonnage, stone, beer, &c., tons of 2,000 lbs.,	20,332
Passengers, total number,	62,241

RECEIPTS.

From passengers,	$3,735 04
do. freight,	2,892 62
do. bridge tolls,	526 10
	$7,153 76

STATEMENT B.

Expenses of Transportation Department for the year ending November 30th, 1853.

RUNNING ACCOUNT.

Wages of all engineers, conductors, firemen, brakemen, &c.,	$142,967 29	
Wood, 38,376 cords,	122,130 12	
Loading, unloading, and cutting wood,	31,440 77	
Oil, 33,456 gallons,	30,708 54	
Tallow, lard, grease, and cotton waste,	10,508 02	
Tolls paid Norristown and city Rail Roads, and expenses in Broad street,	5,220 20	
Coal fuel for locomotive engines,	52,439 01	
Rents paid Magnetic Telegraph Company,	2,500 00	
Paid for patent rights,	700 00	
Sundries,	6,021 71	
		$404,635 66

WORKSHOP ACCOUNT.

Wages of all Machinists, Blacksmiths, Carpenters, and Mechanics,	$166,009 01	
Bar iron, steel, blooms, &c.,	37,076 65	
Iron castings,	6,950 94	
Copper, spelter, tin, lead, &c.,	8,990 12	
Timber and lumber,	21,166 04	
Anthracite coal, for shops, &c.,	7,576 85	
Bituminous " "	4,109 03	
Hardware, files, tools, paints, &c.,	15,374 49	
Wheels for cars, engines, and tenders.	13,699 53	
Axles for " " "	7,322 26	
Tires for engines,	3,058 80	
Sundries,	4,014 95	
		$295,348 67
Amount carried forward,		$699,984 33

Amount brought forward,		$699,984 33

DEPOT ACCOUNT.

Wages of all hands,	24,392 07	
Wages of all watchmen,	9,656 41	
Pumping water, coal, materials, horse feed, and sundry expenses,	6,262 54	
		$40,311 02

SUPERINTENDENCE ACCOUNT.

Salaries of all officers, clerks, and agents,	31,653 27

OFFICE ACCOUNT.

Stationery, printing, advertising, fuel, furniture, and sundries,	5,617 41

LATERAL ROADS EXPENSES.

Salaries of Agents, use of engines, &c.,	4,647 18
	$782,213 21

STATEMENT C.

Division of Expenses of Transportation Department for 1853.

		Average Rate.	
Transportation of Coal from Coal Region to Richmond, Philadelphia, and other points, Statement H, ...	1,582,248	35.07	$554,894 68
Transportation of Merchandise, between Pottsville, Reading, Philadelphia, and other points, Statement L, . . .	107,853	76.8	82,892 97
Transportation of Through Passengers between Pottsville and Philadelphia, Statement K, ...	92,657	62.9	58,277 80
Expenses of Transportation of Coal over Philadelphia Branch, and Norristown Rail Roads, and in Philadelphia, .			12,134 20
Superintendence, including salaries of all officers, clerks, &c., ...			31,653 27
Wages of all Watchmen at Wharves, Depots, and Switches, ...			9,656 41
Expenses of delivering Coal and Merchandise, and hauling Cars for all purposes at Reading and other Depots, . .			12,390 00
Office Expenses, Stationery, Printing, Fuel, &c., ...			6,150 44
Rent of Magnetic Telegraph, . . .			2,500 00
Paid for Patent Rights, ...			700 00
Salaries of Agents, and Expenses on Lateral Roads in Coal Region, . . .			4,647 18
Sundry Expenses, Express Engines, Extra trains, &c. &c., ...			6,316 26
			$782,213 21

STATEMENT D.

Number of Engines, Cars, and Running Machinery upon the Philadelphia and Reading Rail Road, November 30, 1853.

LOCOMOTIVE ENGINES.

79	First Class Engines.
17	Second " "
4	Third " "
3	Fourth " "
103	Total.

COAL CARS.

1	Eight-wheeled Iron Coal Car.
215	" Wooden Coal Cars.
2,980	Four " Iron "
1,596	" " Wooden "
4,792	Total.

CARS FOR FREIGHT AND GENERAL USE.

36	Eight-wheeled Covered House Cars.
44	" " Box Cars.
77	" " Open Platform Cars.
165	Four " Covered House Cars.
362	" " Open Platform, Box, and Dumping Cars.
684	Total.

PASSENGER CARS.

30	Eight-wheeled Passenger Cars.
5	" " Baggage "
3	" " Mail and Express Cars.
38	Total.

In addition to the above, the Company own:—

2	Small Passenger Cars, for use of Road.
10	Stationary Engines, from 8 to 60 horse power, for driving machinery.
10	Steam and Water Power Engines, for pumping at water stations, sawing wood, &c.
3	Portable Wood Cutting Steam Engines, at Port Carbon, Port Clinton, and Richmond.
7	Snow Ploughs.
33	Carts, Wagons, and Drays, for hauling Wood, Coal, and Merchandise.
66	Horses for hauling in Philadelphia, Richmond, and elsewhere.

STATEMENT E.

Table of Names, Weights, Makers, Condition, and present Duty of all Locomotive Engines owned by the Philadelphia and Reading Rail Road Company, November 30, 1853.

Names.	Class	Weight.	Maker.	When first ran.	Miles Ran. Past Year.	Miles Ran. Total to Date.	Condition and Duty.
Atlas	1st	27.0	Baldwin, Philadelphia,	April 1846	18.379	120.592	At work, Falls Grade.
Hercules	"	27.0	do do	" "	12.803	108.399	do do
Texas	"	22.5	do do	" "	18.799	139.870	do in Coal Trade,
Kentucky	"	22.5	do do	" "	16.575	134.577	do do
Princeton	"	22.5	do do	May "	19,089	143.021	do do
Montezuma	"	22.5	do do	July "	20.462	141.865	do do
Amazon	"	22.5	do do	May "	18.642	144.827	do do
Warrior	"	22.5	do do	" "	19.077	142.790	do do
Florida	"	22.5	do do	July "	15.943	134.424	do do
Empire	"	22.5	do do	May "	20.953	153.286	In shop, under repair.
Pocahontas	"	22.5	do do	June "	17.485	141.166	At work, in Coal Trade.
Yorktown	"	22.5	do do	" "	18.545	144.537	do do
Alabama	"	22.0	do do	April "	11.924	138.497	do in Freight train.
Indiana	"	21.9	do do	" "	10.175	136.726	do do
Washington	"	22.0	do do	June "	16.358	126.772	do do
Rio Grande	"	20.1	do do	July "	10.410	131.801	In shop, under repair.
United States	"	18.6	do do	" 1844	3.116	153,088	At work, in Coal Trade.
New England	"	19.7	do do	" "	10.457	161.685	do Roadway Department.
New York	"	19.1	do do	Aug. "	11.639	140.466	do in Coal Trade.
Ontario	"	19.1	do do	" "	11.262	170.959	At Reading, in order.
Virginia	"	19.1	do do	Sept. "	10,930	150,039	At work, Roadway Department.
Niagara	"	19.6	do do	April 1845	7.898	147.935	do Richmond.
Pacific	"	19.5	do do	" "	8.001	143.924	In shop, under repair.
Independence	"	19.5	do do	May "	9.283	154.786	At work, Wood train.
Oregon	"	19.5	do do	" "	9.464	142.040	do Reading Depot.
St. Lawrence	"	19.5	do do	June "	10.356	144.852	do Wood train.
Constitution	"	19.5	do do	" "	8.854	126.934	do Coal Trade.
Champlain	"	20.1	do do	Sept. "	13.395	140.377	do do
Hudson	"	21.2	do do	Oct. 1844	20.845	152.526	In shop, under repair.
Dauphin	"	23.7	do do	" 1850	21.622	65.209	At work, in Coal Trade.
Baltic	"	22.9	do do	" "	18.752	62.576	do do
Perry	"	23.8	do do	" "	20.221	67.708	do do
Seminole	2d	13.1	do do	Feb. 1840	1,581	173,657	Pumping at Richmond Wharves.
33 in all.			Made by Baldwin, Philadelphia.				
Baltimore	1st	28.0	Ross Winans, Baltimore.	June 1847	10.002	99.715	At work, in Coal Trade.
Maryland	"	28.0	do do	Sept. "	13.702	89.798	At Reading, in order.
Delaware	"	28.0	do do	" "	16,204	99,566	At work, in Coal Trade.

Ohio	1st	28.0	Ross Winans, Baltimore.	Sept.	1847	14,374	98,892	At work, in Coal Trade.
Patapsco	"	24 6	do do	Oct.	1850	17,535	59.397	do do
Minesota	"	22 5	do do	Nov.	"	15,127	50.773	do do
Georgia	"	24.1	do do	Oct.	"	16,798	63.019	do do
Louisiana	"	23 9	do do	Nov.	"	19.029	58.732	do do
Iowa	"	25.4	do do	Oct.	1851	17,574	41.014	do do
Wisconsin	"	25.2	do do	Nov.	"	14.970	37.785	do do
New Jersey	"	25 5	do do	March	1852	22 202	39 621	do do
Mississippi	"	26 5	do do	May	"	22.251	36 831	In shop, under repair.
Connecticut	"	26.5	do do	"	"	20.501	32.907	At work, in Coal Trade.
New Hampshire	"	26 5	do do	June	"	21.086	31,704	do do
Utah	"	26.2	do do	"	"	20,666	31,136	do do
15 in all.			Made by Ross Winans, Baltimore.					
Mohawk	1st	19.4	Norris, Schenectady.	Oct.	1850	14.169	62.477	In shop, under repair.
Genesee	"	19.5	do do	"	"	15,111	58,855	At work, Passenger train.
2 in all.			Made by Norris, Schenectady.					
Octorara	1st	27.9	Reading Rail Road Company.	May	1853	14.784	14.784	At work, in Coal Trade.
Metamora	"	27 9	do do	June	"	14 421	14,421	do do
Aramingo	"	27 9	do do	July	"	10.785	10,785	do do
Wissahickon	"	27 9	do do	Aug.	"	8.968	8.968	do do
Camanche	"	27 9	do do	Sept.	"	6,836	6,836	do do
Seneca	"	27.9	do do	Oct.	"	2,875	2,875	do do
Tecumseh	"	27.9	do do	Nov.	"	37	37	do do
Alleghany	"	23 9	do do	Nov.	1851	17.360	35,597	do do
Wyomissing	"	26 9	do do	July	1852	20.497	29,600	In shop, under repair.
Pawnee	"	26.9	do do	Aug.	"	22,173	30,841	do do
Swatara	"	26.9	do do	"	"	21,685	28.343	do do
Perkiomen	"	26 9	do do	Sept.	"	24 684	30 055	do do
Tennessee	"	26.9	do do	Nov.	"	25,214	25,740	do do
Powhattan	"	26.9	do do	"	"	26.340	26,340	At work, in Coal Trade.
Illinois	"	27.7	do do	May	"	25.306	36,033	do Passenger train.
Michigan	"	28.1	do do	June	"	25,836	36,845	do do
Wyoming	"	19.6	do do	Feb.	1847	8,658	97.396	do Lateral Roads.
Palo Alto	"	20.8	do do	May	"	14.546	110 284	do do
Monterey	"	19 9	do do	June	"	9.325	100.312	do do
Sanatoga	"	19 2	Rebuilt by do	June	1842	10,350	132,423	do Schuylkill Haven.
Mahanoy	"	20.2	do do	May	"	8.320	145,084	do Lateral Roads.
Atlantic	"	20.1	do do	Aug.	1844	3,190	135.368	do Roadway Department.
Philadelphia	"	20.2	do do	Sept.	1851		3,799	Rebuilding at Reading.
California	"	21.5	do do	May	1848	11,718	95.306	At work, Lateral Roads.
Chesapeake	"	20.0	do do	March	1847	10.808	86.430	do Philadelphia Branch Road.
Reading	2d	16.2	do do	Oct.	1842	10 628	164.725	In shop, under repair.
Schuylkill	"	14 7	do do	July	1843	8.315	106.758	At work, at Richmond.
Osceola	"	14.8	do do	Aug.	"	10.255	99.761	do do
Huron	"	14.8	do do	"	"	4 829	100.320	do do
Erie	"	14.8	do do	"	"	9.348	110.833	do do
Ontalaunee	"	14.6	do do	July	"	9.139	109.343	do do
Buena Vista	"	16 9	Reading do	April	1848	13.548	91.792	Extra Passenger, at Reading.
Vera Cruz	"	16.7	do do	"	"	27,613	136.637	do do
Cerro Gordo	"	16.8	do do	July	"	30,205	134,226	At work, Wreck train.

STATEMENT E.—*continued.*

Names.	Class.	Weight.	Maker.	When first ran.	Miles Ran. Past Year.	Miles Ran. Total to Date.	Condition and Duty.
Antelope	3d	9.3	Rebuilt by Reading Rail Road Company.	June 1838	20,639	156,776	At work, Roadway Department.
Stag	4th	14.6	do do	Feb. 1851	18,355	42,823	do do
Ariel	"	5 5	do do	Feb. 1846	8,909	95,043	In shop, under repair.
Witch	"	5 2	do do	Oct. 1847	10,034	70,458	At work, at Pottsville.
38 in all.			Built and Rebuilt by Reading Rail Road Company.				
Maine	1st	20 0	Boston Locomotive Works.	July 1849	21,901	97,539	In shop, under repair.
Carolina	1st	18.8	New Castle Company.	April 1846	9,425	95,214	At work, Lateral Roads.
Missouri	"	18.8	do do	Aug. "	13,782	110.305	do do
Columbus	"	18.5	do do	April 1844		87,334	Out of use at present.
Tuscarora	2d	11.8	do do	Nov. 1842	3,494	96,348	In shop under repairs.
Pennsylvania	"	11.4	do do	April 1843	4,740	96,992	Out of use at present.
5 in all.			Made by New Castle Company.				
Manatawny	2d	13.8	Norris. Philadelphia.	Oct. 1842	18,642	190,754	At work, Lateral Road, Pass'r train,
America	"	13.4	do do	" "	15,385	173,002	do Philadelphia Branch Road.
2 in all.			Made by Norris, Philadelphia.				
Conestoga	2d	11.8	Locks and Canals Company, Lowell.	May 1843	3,551	96,724	At work, Lateral Roads.
Shamokin	"	11.8	do do	July "	7,086	97,507	do do
2 in all.			Made by Locks and Canals Company, Lowell.				
Engineer	3d	8.8	Braithwaite & Co., London.	May 1838	7,165	161,852	At work, on Auburn Road.
Rocket	"	8.4	do do	" "	144	176,769	do Roadway Department.
Planet	"	8.4	do do	Aug. "	1,854	164,944	In shop, under repair.
3 in all.			Made by Braithwaite & Co, London.				
Gowan and Marx	2d	11.0	Eastwick & Harrison, Philadelphia.	Jan. 1840	5,706	113,116	At work, Reading Depot.
Cambridge	1st	25.5	Davenport, Bridges. & Kirk. Cambridgeport.	June 1850	19 405	64.430	do Freight train.

CONDENSED TABLE,

Showing Condition and Employment of all Engines owned by the Philadelphia and Reading Rail Road Company.

How Employed.	1st Class.	2d Class.	3d Class.	4th Class.	Total.
In daily use, in good order, on Reading or Lateral Roads,	63	12	3	2	80
In workshops, under repair,	12	2	1	1	16
In good order, ready for use,	2	2			4
Out of use, rebuilding, &c.,	2	1			3
Total,	79	17	4	3	103

STATEMENT F.

Work and Repairs of all Locomotive Engines owned by the Philadelphia and Reading Rail Road Company, for the year ending November 30, 1853.

Miles Ran.

HOW EMPLOYED.	CLASSES.				TOTAL.
	1st.	2d.	3d.	4th.	
Reading Rail Road Transportation Department, -	1,054,359	151,265	3,609	14,722	1,223,955
Reading Rail Road Roadway Department, . . .	500	11,648	7,592	14,938	34,678
Reading Rail Road Renewal Department, . . .	15,412	6,901	28,020	2,911	53,244
Total Reading Rail Road, .	1,070,271	169,814	39,221	32,571	1,311,877
On Lateral Roads in Coal Region, ...	110,961	30,600	8,729	4,727	155,017
Total, . . .	1,181,232	200,414	47, 950	37,298	1,466.894

Total number of tons hauled 1 mile, exclusive of engine and tender, ...	356,580,770
Average weight of loaded Coal trains down, . . .	657
" " empty Coal trains up, ...	227
" " Passenger trains, ...	57

All tons of 2,000 lbs.

COST OF REPAIRS OF ENGINES.

Wages of all mechanics, ...	$73,013 95
Materials, iron, steel, brass, &c., ...	33,382 07
Superintendence, tools, paints, &c., ...	13,299 50
	$119,695 52

Total number of miles ran by all engines owned and used by Company, from May, 1838, to November 30, 1853, .	12,366,042
Total number of tons hauled 1 mile, between same dates,	2,867,396,039

STATEMENT G.

Cost of Repairs and Renewals of Coal, Freight, and Passenger Cars on the Philadelphia and Reading Rail Road, for the year ending November 30, 1853.

COAL, FREIGHT, AND WOOD CARS.

Wages of all mechanics,	$90,207 40
Timber, iron, steel, and all metals,	51,183 98
Superintendence, tools, paints, oils, &c.,	14,139 16
Total,	$155,530 54

COST OF REPAIRS OF PASSENGER CARS.

Wages of mechanics,	$4,448 40
Iron, steel, timber, &c.,	2,629 02
Superintendence, tools, paints, varnish, &c.,	1,011 06
Total,	$8,088 48

STATEMENT H.

Items of Cost, in detail, of Hauling Coal, with Anthracite Coal and Wood Fuel, on the Philadelphia and Reading Rail Road, for the year ending November 30, 1853,

Per round trip of 190 miles, from Coal Region to Tidewater and back, with empty cars; transporting average loads of 392 Tons with Coal, and 372 Tons with Wood Engines, respectively—

WITH ANTHRACITE COAL FUEL.				
Items of Cost.	No.	Description.	Average Rate.	Amount.
Wages of Engineer,	2	Days.	3.00	6 00
" Fireman,	2	"	1.75	3 50
" Conductor,	2	"	1.50	3 00
" Brakemen,	6	"	1.24	7 44
Anthracite Coal for Fuel, including firing up,	9.68	Tons.	2.65	25 65
Oil for Engine and Tender, including Lamps,	2.31	Galls.	1.12	2 59
Oil and Grease for Cars,	392	Tons.	0.011	4 31
Repairs of Engine and Tenders,	190	Miles.	9.52	18 09
" Coal Cars,	392	Tons.	8.41	32 97
Supplying Water,	15	M. Galls.	.06	90
Wood for Kindling,	0.5	Cords.	4.57	2 28
Assistant Engines at Falls Grade,	392	Tons.	1.26	4 94
Car Couplers, Timekeepers, Dispatchers, and Turning Crews,	392	Tons.	1.38	5 41
Allowance for Engines laying over, Assistant Engines, and all other contingent expenses,	392	Tons.	2.62	10 27
Equal to 32.49 cents per Ton.				$127 35

WITH WOOD FUEL.				
Items of Cost.	No.	Description.	Average Rate.	Amount.
Wages of Engineer,	2	Days.	2.75	5 50
" Fireman,	2	"	1.50	3 00
" Conductor,	2	"	1.50	3 00
" Brakemen,	6	"	1.24	7 44
Wood for Fuel, including firing up,	11.56	Cords.	4.57	52 83
Oil for Engine and Tender,	1.85	Galls.	1.12	2 07
Oil and Grease for Cars,	372	Tons.	0.011	4 09
Repairs of Engine and Tender,	190	Miles.	8.11	15 41
" Coal Cars,	372	Tons.	8.41	31 28
Supplying Water,	13	M. Galls.	.06	78
Assistant Engines at Falls Grade,	372	Tons.	1.26	4 69
Car Couplers, Timekeepers, Dispatchers, and Turning Crews,	372	Tons.	1.38	5 13
Allowance for Engines laying over, Assistant Engines, and all other contingent expenses,	372	Tons.	2.62	9 75
Equal to $38 97 cents per Ton.				$144 97

SUMMARY.

2429 Trips by Engines using Coal Fuel, @ $127 35 = $309,333 15
1693.88 " " Wood " @ 144 97 = 245,561 53

As per Statement C. $554,894 68

Average Tonnage of all Coal Trains, during year, 384 Tons. | Average cost, per Ton, of all Coal transported, $35 07.

STATEMENT K.

Items of Cost, in detail, of running Passenger Trains on the Philadelphia and Reading Rail Road, for the year ending November 30, 1853.

USING WOOD FUEL EXCLUSIVELY, PER DAILY TRIP OF 92 MILES.

Items of Cost.	No.	Description.	Average Rate.	Amount.
Wages of Engineer,	1	Day.		2 25
" Fireman,	1	"		1 40
" Conductor,	1	"		1 80
" Baggage Master,	1	"		1 05
" Brakeman,	1	"		1 10
Wood for Fuel, including firing up,	2.68	Cords.	4.57	12 24
Water used,	3	M. Galls.	6	18
Oil for Engine and Tender,	0.9	Galls.	1.29	1 16
Oil and Grease for Cars,				30
Repairs of Engine,	96	Miles.	7¼	6 95
" and Refitting Cars,				5 48
Hands at Depots, Extra Engines, &c.,				4 13
Sundries for Trains,				2 50
				40 54
Deduct saving by use of Anthracite Coal for Fuel in some of the Trains,				1 04
				$39 50

Equal to, at 62.8 through Passengers per train, 62.9 cents per Passenger.

STATEMENT L.

Items of Cost, in detail, of running Freight Trains on the Philadelphia and Reading Rail Road, for the year ending November 30, 1853.

PER DAILY TRIP OF 92 MILES.

Items of Cost.	No.	Description.	Average Rate.	Amount.
Wages of Engineer, ...	1	Day.		3 00
" Fireman, ...	1	"		1 50
" Conductor, ...	1	"		1 60
" Brakemen, ...	3	"	1.25	3 75
Wood for Fuel, including firing up, .	4.27	Cords.	4.58	19 56
Oil and Tallow, for Engine and Tender,				1 25
Oil and Grease for Cars, . . .	105.3	Tons.	1.33	1 40
Repairs of Engine and Tender, . .	95	Miles.	5½	5 26
" Cars, ...	105.3	Tons.	19.2	20 25
Depot Hands, and other Depot Expenses,				19 84
Water used, ...	5	M. Galls.	6	30
Renewals of Sundry Articles, Goods damaged, &c., ...				3 27
				$80 98

Equal to 76.9 cents per Ton.

STATEMENT M.

Cost of Hauling over Philadelphia, Branch, and Norristown Rail Roads, and of Horse Power on Broad Street, Philadelphia, for the year ending November 30, 1853.

Amount paid for Norristown and City Rail Road Tolls, . .	$4,670 20
Agents and Sundry Expenses in Philadelphia, ...	850 00
Cost of Engine Hauling Cars, between Falls and Broad Street, Philadelphia, ...	6,864 00
Cost of Horse Power in Broad Street, Philadelphia, including delivery of Merchandise, ...	8,807 22
	$21,191 42

STATEMENT N.

Points of Supply, and Distribution of Coal, on the Philadelphia and Reading Rail Road for the year ending November 30, 1853.

Amount of Coal received from various Lateral Rail Roads in Coal Region.

	Tons.
Mount Carbon and Port Carbon Rail Road, at Port Carbon, from Valley and Mill Creek Rail Roads, ...	521,529
Mount Carbon Rail Road at Mount Carbon, ...	82,565
Mine Hill and Schuylkill Haven Rail Road, at Schuylkill Haven,	670,190
Little Schuylkill Rail Road, at Port Clinton, . . .	307,964
Total, . .	1,582 248

Where delivered on Line of Reading Rail Road.

Station or Turnout.	From Port Carbon.	From Mt. Carbon.	From Sch. Haven.	From Port Clinton.	Total.
Orwigsburg, . .			19		19
Port Clinton, . .	41		98		139
Hamburg, . .	56		149	21	226
Mohrsville, . .	214	34			248
Between Mohrsville and Reading, .	1,585	78	541	147	2,351
Reading, . . .	15,171	359	43,649	443	59,622
Birdsboro', . .	34	44	529		607
Douglassville, . .	462	52	404		918
Pottstown, . .	5,095	97	4,063	82	9,337
Limerick. . .	281	47	88	161	577
Royer's Ford, . .	722		164		886
Phœnixville, . .	5,044		3,613	35,663	44,320
Valley Forge, . .	959	41	638	23	1,661
Port Kennedy, .	3,162	1,474	2,604	56	7,296
Norristown, . .	4,959	42	4,926	946	10,873
Rambo's Limekilns,	274		258	2,725	3,257
Swede Furnace, below Norristown,	2,511	577	9,273	1,502	13,863
Conshehocken, .	9,303	56	21,125	3,225	33,709
Spring Mill, . .	24		135	8,694	8,853
Manayunk, . .	372	14			386
Falls, . . .	3,818		8,455	40	12,313
Nicetown and Germantown, . .	6,446			17,835	24,281
Philadelphia Branch Road, . . .	2,172		413		2,585
Philadelphia, . .	98,420	1,514	67,965	61,659	229,558
Richmond, . .	360,404	78,136	501,081	174,742	1,114,363
Total Tons,	521,529	82,565	670,190	307,964	1,582,248

STATEMENT O.

Distribution of Items, comprising Net Expenses of Transportation and Roadway Departments, for the Year ending November 30, 1853, *under the heads of Cost of Transporting* COAL, MERCHANDISE, AND PASSENGERS.

Items of Cost.	Cost of Transporting.			Total Net Expenses.
	Coal.	Merch'dise.	Passengers, Mail, &c.	
Net cost of transporting each, as per Statement C,	554,894 68	82,892 97	58,277 80	696,065 45
Roadway Expenses,	143,517 67	13,590 24	21,372 29	178,480 20
Transportation between Falls and Philadelphia, Watchmen, Lateral Roads, Missing Coal, Superintendence and Office Expenses, and Sundries,	77,105 33	7,750 92	7,435 92	92,292 07
	$775,517 68	$104,234 13	$87,085 91	$966,837 72
Hauling and assorting Cars in Coal Region, and at Richmond,	33,867 82	2,151 13	1,434 11	37,453 06
Broad Street Hauling,	2,201 80	4,403 62	2,201 80	8,807 22
Contingent Expenses in Philadelphia,	36,000 00	3,000 00	4,453 53	43,453 53
	$847,587 30	$113,788 88	$95,175 35	$1,056,551 53

SUMMARY.

Of Total Expenses for Year, Coal . . . is charged with $53\frac{56}{100}$ cents per Ton.
Do. do. Merchandise do. $105\frac{50}{100}$ do. do.
Do. do. Through Passengers do. $102\frac{71}{100}$ do. Passenger.

NEW ENGINES AND CARS.

Details of Cost for 1853.

Making 213 new eight-wheeled wooden coal cars complete, and work in progress for others partly made, ...	86,214 43	
Making 7 new passenger cars, and 1 new mail and express car, ...	13,243 00	
Work at new dumping cars, patent wheels, &c.	569 95	
Making 7 new eight-wheeled, and 2 new four-wheeled freight cars, ...	2,535 75	
		$102,563 13

NEW STONE BRIDGES.

Details of Expenditures for 1853.

Falls Bridge,		30,873 01
Peacock's Locks Bridge,		13,046 55
Black Rock Dry Arches,		8,686 89
Making sidings and switches at stone quarries,	$1147 43	
Machinery, pumps, &c., ...	1166 40	
		2313 83
		$54,920 28

NEW WHARVES.

Details of Expenditures for 1853.

Under water excavation,		42,553 51
Piers,		51,653 10
Shore grading,		10,300 67
Masonry,		7,344 26
Trestle work and planking,		17,201 79
Tracks and switches,		13,259 52
Shutes and offices,		6,810 21
Superintendence and office expenses,		992 93
Hauling all materials,		1,823 44
Fencing yard, &c., at Richmond, . .	$1537 96	
Machinery, pumps, &c., ...	1166 40	
		2,704 36
		$154,643 79

Comparative Statement of the number of Cars broken on the Philadelphia and Reading Rail Road for the Years 1848 (*from July* 1, 1848, *to Nov.* 30, 1848), 1849, 1850, 1851, 1852, *and* 1853.

Cause of Accidents,	Broken axle.	Broken wheel.	Broken spring and pedestal.	Broken bumper.	Broken rail.	Bent axle.	Loose wheel.	Loose chair.	Collision.	Wood falling off tanks.	Brake lever catching sills.	Bottom of car dropping.	Bolt of pulling-bar catching sills.	Cow catcher catching sills.	Running over cattle.	Running over a loose wheel.	Switch wrong.	Roping cars.	Wood car breaking.	Spragging a wheel.	Engine pushing.	Running off tracks.	Rocks sliding on tracks.	Track spreading.	Car off track in passing trains.	Merchandise falling off cars.	Stopping too suddenly.	Switch-rod breaking.	Unknown.	Total number of accidents.	Total number of cars broken.	Number of persons killed.	Injured.	Cows killed.
From July 1, to Nov. 30, 1848,	125	46	4	1	5	10	44		43	19	6				56		6	8						1		6			1	58	387	5	5	
Total for the year 1849,	233	28	19	5		3	31		23	6	29	11			37		5	5				1		3	15				35	161	489	12	5	
Total for the year 1850,	261	2	17	2	1	1	54		49	77	7	3			12	6	1	1	8	1	16	5	5		1				14	152	543	6	5	
Total for the year 1851,	219	47	7	16	5	19	24		56	28	18	4			43		22	10						2			3	3	4	168	530	13	9	42
Total for the year 1852,	223	40	1	5	1	5	45	4	86	10	6	1	5	2	11		3	11	3			2							3	185	467	20	3	36
Total for the year 1853,	219	49	12	4	6	21	16		116	9	10	4			42		6	14			2	4				1	1		5	165	541	24	9	22

NOTE.—Of the 24 persons killed in the past year, 15 were strangers; and of the 9 persons injured 5 were strangers.

RECAPITULATION.

From July 1, to December 1, 1848, 1 car broken for every 1485 tons of coal carried.
In the year 1849, " " 2282 " "
1850, " " 2490 " "
1851, " " 3114 " "
1852, " " 3534 " "
1853, " " 2875 " "

STATEMENT OF RAILS REMOVED FROM THE TRACKS.

In 1848, 1 bar of iron removed for every 266 tons of coal carried.
1849, " " " 314 " "
1850, " " " 332 " "
1851, " " " 279 " "
1852, " " " 225 " "
1853, " " " 193 " "

Comparative Statement of the wear of different kinds of Iron rails per cent. per annum, in the years 1850, 1851, 1852, *and* 1853.

Description of Iron.	Percentage of Wear.					
	Average of 1848 & 1849.	1850.	1851.	1852.	1853.	
Old 52 lb. English Rail,	$1\frac{4}{10}$	$1\frac{3}{10}$	$2\frac{6}{10}$	$3\frac{2}{10}$	$4\frac{5}{10}$	right
" 45 " "	$1\frac{3}{10}$	$1\frac{4}{10}$	$1\frac{9}{10}$	$2\frac{1}{10}$	$3\frac{6}{10}$	track.
" 60 " "	$6\frac{2}{10}$	$8\frac{3}{10}$	$9\frac{4}{8\,3}$	12	$12\frac{7}{10}$	
Phœnix, 60 lb. Rail,	$\frac{7}{10}$	$4\frac{8}{10}$	$6\frac{3}{10}$	*$5\frac{9}{10}$	*$6\frac{3}{10}$	heavy
Danville, 60 lb., "			$1\frac{7}{10}$	$6\frac{1}{10}$	$8\frac{2}{10}$	track.
"Erie" "		$14\frac{8}{10}$	$17\frac{8}{10}$	$14\frac{2}{10}$	$17\frac{3}{10}$	
Winslow Compound Rail,				$3\frac{4}{10}$	$14\frac{2}{10}$	

* Including new Iron laid during the year.

DR. *"Iron Foundry," Reading Depot, in account with Philadelphia and Reading Rail Road Co.* CR.

1853.					1853.				
Nov. 30,	To Sundries, being total expenses of every description for 12 months, ending this date, viz.:—				Nov. 30.	By Sundries made during Year, viz.:—			
"	To Wages of all Founders, Moulders, Laborers, Carpenters at Flasks, for year, . . .			22,808 67	"	6,886 Car, Tender, and Truck Wheels, . .	3,091,780 lbs.		
"	Pig Metal, . . .	1,105.63	Tons.	42,738 38	"	79 Engine driving do.	77,531 "		
"	Scrap Castings, . .	1,639.35	"	40,904 33	"	13,448 Chairs for Tracks,	379,488 "		
"	Anthracite Coal, . .	1,039	"	1,977 75	"	386 Frogs " "	143,232 "		
"	Wrought Iron and Steel,	1.56	"	179 42		All other Castings for Engines, Cars, and Tracks, . . .	2,067,483 "		
"	Iron Castings, . .	17.2	"	748 16			5,759,514 lbs.	$2\frac{3}{8}$ cts.	$136,788 46
"	Timber and Lumber, .	12.806	Feet.	255 51	"	Pig Iron, made, . .	119,53 Tons.	$30	3,585 90
"	Bituminous Coal, .	132	Bush.	24 00	"	Scrap Cast Iron, receiv'd from Foundry, . .	6,500 lbs.	$1\frac{1}{8}$ cts.	73 12
"	Hardware, . . .			231 10	"	Do. Wrought Iron, do.	50 "	$1\frac{1}{2}$ "	75
"	Firebrick, Sand, Clay, &c., ...			121 60					
"	Files and Tools, . .			43 91					
"	Paints and Oils, . .			135 99					
"	Ropes used, . . .			44 38					
"	Flour, Leather, Charcoal, & Sundries, .			120 92					
"	Cost of Hauling and Handling all Materials,			2,907 75					
				113,241 87					
"	Balance, . . .			27,206 36					
				$140,448 23					$140,448 23

By Balance, being difference between Cost to Company and Market Value of Product of Iron Foundry for Year, ... $27,206 36

DR. *"Brass Foundry," Reading Depot, in account with Philadelphia and Reading Rail Road Co.* CR.

1853.					1853.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz.:—				Nov. 30.	By Sundries, made during year, viz.:—			
					"	6,890 White Metal Boxes for Iron and Wooden Coal and other Cars, .	14,804 lbs.		
"	Wages of Brass Founder, and all assistants for year, ...			1,931 13	"	All other White Metal Castings, . . .	24,844 "		
							39,648 lbs.	17 cts.	6,740 16
"	Scrap Copper, Brass, Zinc, &c., . . .	33.48	Tons.	8,169 92					
"	New Copper, Zinc, &c.,	27,576	lbs.	7,910 71					
"	Anthracite Coal, . .	34	Tons.	64 75					
"	Hardware, Files, &c., .			17 15	"	1,306 Brass Boxes for Cars, &c., . . .	13,719 lbs.		
"	Black Lead Pots, Paints, &c., ...			117 11	"	All other Brass Castings,	37,513 "		
"	Iron Castings, . .	.99	Tons.	42 20			51,232 lbs.	29 cts.	14,857 28
"	Wrought Iron, Steel, and Boiler Iron, . .	.43	"	49 65					
"	Timber and Lumber, .	792	Feet.	15 84					
"	Firebrick, Lime, &c., .			19 50					
"	Cost of Hauling and Handling all Materials,			66 75					
				18,404 71					
"	Balance, . . .			3,192 73					
				$21,597 44					$21,597 44

By Balance, being difference between Cost to Company and Market Value of Product of Brass Foundry for Year, $3,192 73

DR. *"Steam Tilt-Hammer Shop," Reading Depot, in account with Philad. and Reading Rail Road Co.* CR.

1853.					1853.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months ending this date, viz.:—				Nov. 30.	By Sundries, being total produce of Shop for year ending this date, viz.:—			
"	Wages of Heaters, Hammermen, and all Mechanics & Laborers for year,			$10,729 08	"	320.88 Tons of Bar Iron, hammered to Pattern sizes, as Engine Frames, Brake Levers, Coupling Hooks, Truck Frames, Pedestals, &c.,		$90	$28,879 20
"	Scrap Wrought Iron used,	580.55	Tons.	19,501 86	"	2,019 Car, Tender, and Truck Axles,	575,067 lbs.	5¼ cts.	30,191 02
"	Anthracite Coal used,	20.71	"	3,812 00	"	44 Engine Axles, 2 Crank,	31,373 "		2,476 75
"	Iron Castings used,	27.74	"	1,215 87	"	55 Engine Tires, hooped, ready for use,	28,618 "	12½ cts.	3,577 25
"	Wrought Iron, Steel, and Blooms,	146.76	"	9,056 33	"	66 Tire Bars made,	48,365 "	6 cts.	2,901 90
"	Timber and Lumber,	13,944	Feet.	245 59	"	26.53 Tons Scrap Castings,		$25	663 25
"	Files and Tools,			5 52	"	10.83 Tons Scrap Wrought Iron,		$34	368 22
"	Old Rail Road Iron,	17.6	Tons.	618 70	"	57 lbs. Scrap White Metal,		9 cts.	5 13
"	Oil,	54	Gals.	56 04					
"	Firebrick, Sand, Lime, &c.			599 23					
"	Black Lead, Ropes, Packing Yarn, &c.,			21 96					
"	Copper, Brass, &c.,	367	lbs.	85 98					
"	Scrap Steel, &c.,	7.78	Tons.	261 34					
"	Bituminous Coal,	21	Bush.	4 20					
"	Hardware,			44 88					
"	Tallow, Cotton Waste, &c.,			51 56					
"	Cost of Hauling and Handling all Materials,			2,172 00					
				48,482 14					
"	Balance,			20,580 58					
				$69,062 72					$69,062 72

By Balance, being difference between Cost to Company and Market Value of Product of Steam Tilt-Hammer Shop for Year, . . . $20,580 58

Condensed Table, showing the principal items of Revenue, Expense, and Working of the Philadelphia and Reading Rail Road, from January 1, 1843, to November 30, 1853.

Year ending Nov. 30.	Gross Receipts.				Total expenses.				Tonnage.			
	Coal.	Passengers.	Merchandise.	Total.	Transportation department.	Roadway department.	Dumpage	Total.	Tons coal.	Tons merchandise.	Tons materials.	Total.
	$	$	$	$	$	$	$	$	2 240 lbs.	2 000 lbs.	2.000 lbs.	2,000 lbs
1843	278.840	71,895	37.927	394 318	164 549	50.374		214.923	218,711	17 534	54,787	322,125
1844	445 509	92 362	49.293	597.613	244 149	85.293		329.442	421.985	20.472	160.138	659 299
1845	886 939	103.411	60.588	1.060 381	385.492	121.228	51 095	557,815	814.279	26.039	102 408	1.046.812
1846	1 600 667	141.749	137.584	1.889.714	620 6-2	142 968	69,360	833.010	1.188.258	74 971	101 471	1,515 473
1847	1,698.664	156.201	136,220	2 002.946	836,077	132 780	75 827	1 044.685	1.360.681	71,718	165 493	1,770.916
1848	1.386 605	174 959	117,458	1,692.556	800.285	143 384	88.194	1.031.863	1.235.044	58.123	118.676	1.570.531
1849	1.648.900	155.908	106 347	1.933.590	666 957	140 990	75 536	883 483	1.097 762	51 204	145 503	1.429,564
1850	2 071.731	143.379	125 822	2,360,786	722.533	154.780	89 743	967 056	1 351.507	63 625	157.450	1.743.680
1851	2 018 871	152 432	123.672	2 294 975	787.4-4	160 569	98.842	1.046 895	1.650,270	63.807	219.731	2.145 132
1852	2.150 677	168.430	138 964	2.480.626	785.257	202 132	98.351	1 085.740	1,650.912	75.769	181 217	2,122.171
1853	2 254.694	225 763	180.612	2 688.288	782 213	178 480	87.470	1.048.163	1.582,248	107.853	174 161	2.076.197

Year ending Nov. 30.	Passengers.		Cost of transp'tation.			Locomotive engines.				Coal & freight cars.		Passenger cars.		State road cost.	R. R. bars used in repairs	Wood used, cords.	Coal Fuel. for Loco. Eng's.	No. miles.		
	Total number.	Equal to through.	Coal per ton.	Md'se per ton.	Pass'ger through each.	Total.	Miles ran.	Aver. of coal trains.	Cost of repairs	Total number	Cost of repairs.	Total number.	Cost of repairs					Oil used, galls.	Main track open.	Double track.
	No.	No.	Cts.	Cts.	Cts.	No.	Miles	Tons.	$	No.	$	No.	$	$	Tons.	Cords.	Tons.	Galls.	Miles.	Miles.
1843	56 554	26.424	46.00	66.5	38.7	39	393 192	162	13,224	1.800	14.319	14	903	14 472	2	15.555		5.797	95	10
1844	66 503	33,979	41.08	64.7	37.3	47	613.041	194	27.733	2 731	38.663	14	3.108	22 087	26	24.148		12.149	95	92
1845	63.719	33,146	37.01	75.7	43.1	54	810.285	295	29,941	3 444	48.775	14	4,112	25 869	56.6	43 218		24.684	95	93
1846	88.641	45,155	38.89	75.6	44.4	72	1,014 102	360	47.232	5 075	77 287	14	5,109	39.545	235	68.006		45 672	95	95
1847	97.463	49.604	45.84	85.9	47.2	77	1 1-4.272	354	74 916	5.108	119,680	16	6.427	50.374	312.2	90.717		40 565	95	95
1848	105 720	55.509	45.05	93.9	56.7	84	1,136 572	377	92 430	5 086	137.930	22	8.396	52 482	666.2	66.686		43 761	95	95
1849	95.577	49.097	43.62	82.4	66.5	86	1.047 014	372	80,764	5 086	140.763	22	6.326	38.458	521.8	50.264		28 561	95	95
1850	92 726	46 041	40.69	67.3	73.7	92	1,233.144	372	76.245	5 117	163.780	20	7.880	40.313	670.7	53.997	4 345	42.845	95	95
1851	127 590	57 593	38.54	69.2	69.9	89	1,461.772	368	97.750	5 136	153 771	28	8.445	17,5-7	1,045.1	61.222	*9.663	44 062	95	95
1852	155 164	69.579	35.36	77.5	86 8	103	1,517.931	366	99 027	5.241	160.436	30	11.638	17 198	1.319.8	52 990	*15.963	37.0-3	98	98
1853	211 819	92 657	35 07	76 8	62 9	103	1.466.894	384	119.696	5 476	155.531	38	8.088	21.191	1 571.5	38.576	24.971	33,456	98	98

* Altered from former Reports; to represent Coal Fuel used by Locomotive Engines alone.

TABLE,

Showing the Business of the Philadelphia and Reading Rail Road (each item monthly) for the Year ending November 30, 1853.

	December, 1852.	*January*, 1853.	*February*, 1853.	*March*, 1853.	*April*, 1853.	*May*, 1853.	*June*, 1853.	*July*, 1853.	*August*, 1853.	*September*, 1853.	*October*, 1853.	*November*, 1853.	TOTALS.
Travel	14,679 47	13,908 97	11,910 11	15,818 00	18,843 54	20,507 95	19,116 68	22,650 30	23,258 72	22,588 81	23,623 60	18,857 18	225,763 33
Freight on Goods	13,341 03	15,472 64	15,789 74	15,612 33	16,237 98	14,838 39	12,312 61	12,394 77	15,497 04	16,567 78	17,054 55	15,492 94	180,611 80
Tolls on Coal	156,596 59	69,466 49	83,005 43	125,515 64	162,859 57	169,757 66	193,512 45	202,702 77	261,926 02	297,851 04	265,532 34	265,968 17	2,254,694 17
United States Mail	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	14,218 00
Miscellaneous Receipts	635 83	645 48	714 08	691 56	646 18	613 16	594 75	602 19	626 48	648 55	684 38	5,897 65	13,000 29
	$ 186,437 75	100,678 41	112,604 20	158,822 36	199,772 10	206,902 00	226,721 32	239,534 86	302,493 10	338,841 01	308,079 70	307,400 78	2,688,287 59
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Coal Tonnage	111,922 12/20	55,890 10/20	65,923 17/20	95,160 13/20	125,690 10/20	130,209 13/20	146,603 14/20	153,009 18/20	183,690 14/20	187,726 4/20	161,025 6/20	162,391 12/20	1,582,248 3/20

Statement of Materials on hand, November 30, 1853.

	Items.	Quantity.	Descrip.	Value.	Total Value.
Wood,		4,583	Cords.		$16,804 00
Oil,		3,645	Galls.		3,527 53
Tallow, Lard, &c.,	Tallow, &c.,	14,989	lbs.	1,576 91	
	Cot. Waste,	2,623	"	196 72	
					1,773 63
Anthracite Coal,		553	Tons.		1,244 25
Bituminous Coal,		7,645	Bush.		1,376 10
Wrought Iron and Steel,	Bar Iron,	341.62	Tons.	24,184 07	
	Boiler & Sheet	162.70	"	19,524 00	
	Steel,	17.92	"	2,210 00	
					45,918 07
Pig Iron,		89.45	"		3,304 82
Iron Castings,		143.34	"		5,581 37
Axles,	Car,	852	No.	7,289 00	
	Engine,	66	"	1,980 00	
					9,269 00
Engine Tires,	New	167	"	6,680 00	
	Bar,	105	"	3,150 00	
					9,830 00
Copper and other Metals,	Copper,	5,734	lbs.	1,892 22	
	Brass,	10,675	"	2,668 75	
	Lead,	3,942	"	275 94	
	Ant. Tin, &c.,	5,957	"	923 58	
					5,760 49
Engine Gearing,	Eng. Gearing,		$	16,237 99	
	" Springs,	57	No.	456 00	
	" Tubes,		"	4,777 03	
					21,471 02
Car Gearing,	Car Gearing,		$	16,654 06	
	" Springs,	1,125	No.	4,500 00	
					21,154 06
Files and Tools,			$		23,607 43
Hardware,			"		3,892 77
Paints and Oils,			"		690 05
Timber and Lumber,		4,709,413	Ft. B. M.		65,056 26
Wheels,		1,803	No.		15,805 50
Rail Road Iron, New,		96.35	Tons.		6,288 49
Chairs, Brogs, & Spikes,		111.63	"		3,608 49
Sills,		5,216	No.		1,599 90
Roadway Carpenter and Iron work,			$		
Scrap Wrought Iron,		85.42	Tons.		3,095 89
Old Rail Road Iron,		244.87	"		9,871 46
Scrap Cast Iron,		134.06	"		3,351 50
Scrap Steel, and other Metals,		22.14	"		2,223 28
Horse Feed and Stable Furniture,			$		1,180 64
Sundries, Ropes, Blocks, &c.,			"		1,658 34
Stone, Lime, &c.,			"		1,046 47
Workshop, Materials,			"		11,281 99
			Total value of Materials on hand,		$301,272 80

ANTHRACITE COAL TRADE OF THE UNITED STATES.

The following Table exhibits the quantity of Anthracite Coal sent to market from the different regions in Pennsylvania from the commencement of the Trade, in 1820, *to* 1853 *inclusive; together with the Annual Increase, &c., and the Importations of Foreign Bituminous Coal.*

Years.	SCHUYLKILL.					LEHIGH.	OTHER REGIONS.					Aggregate.	Annual increase.	Consumption.	Sold on line of Schuylkill	Import. of foreign coal.
	Canal.	Railroad.	Total.	Pine-grove.	Little Schuylkill	Total.	Lackawana.	Wilkesbarre.	Shamokin.	Lykens valley.	Daup'n Co.					
1820						365						365				
1821						1,073						1,073				22 122
1822	1.480		1,480			2,240						3,720				34 523
1823	1,128		1.128			5.823						7,101				30 433
1824	1,567		1.567			9.541						11.108				7.228
1825	6.500		6.500			28,393						34,893	25 352			25.645
1826	16,767		16,767			31 280						48,047	13 154			35.665
1827	31.360		31.360			32,074						63.434	15 837			40.257
1828	47.284		47.284			30 232						77.516	14 082		3,154	32 302
1829	79.973		79 973			25,110	7.000					112.083	34.567		3.332	45.393
1830	89,984		89.984			41,750	43.000					174.734	62 651		5.321	58.136
1831	81.854		81,854			40.966	54.000					176.820	2.086	177.000	6.150	36.509
1832	209.271		209 271		14 000	70,000	84.600					363 871	187.051	298 871	10.048	72.978
1833	252.971		252.971		40 000	123,000	111.777					487.748	123.877	434.986	13 429	92 432
1834	226.692		226.692		34.000	106,244	43,700					376.636	*decrease.*	415.186	19,429	71,626
1835	339,508		339.508		41,000	131,250	90.000					560,758	184.122	635 935	18.571	49.969
1836	432.045		432.045		35,000	148,211	103 861					682.428	121,670	632 428	17,863	108.432
1837	523.152		523,152	17,000	31,000	223.902	115.387					881.476	199,048	680 441	21.749	153.450
1838	433.875		433 875	13,000	13,000	213.615	78.207					739,293	*decrease.*	788 968	28.775	129 083
1839	442 608		442.608	20.639	9 000	221,025	122.300		11.930			819.527	80 034	867.000	30.390	181.551
1840	452.291		452.291	23,860	20.000	225.318	148.470		15 505			865.414	46.087	973 136	28.924	162.867
1841	584.692	850	584.692	17.653	40,000	143.037	192.270		21.463			958,899	93.485	958.899	41.223	155.394
1842	491.602	49.902	540,892	32.381	37.000	272,546	205.253	47.346	10.000			1.108.001	149.102	1.158.001	40 584	141.521
1843	447.058	230.254	677.295	22.905	31.000	267,793	227.605	58.000	10.000			1.233.539	155.538	1.263.539	34.619	41.163
1844	398.887	441.491	839.934	34.916	57.000	377.002	251.005	114 906	13 087			1.631.669	368.130	1.631.669	60.000	87 073
1845	263.587	820.237	1 083.796	47.928	74.000	429.453	273.435	178.401	10.000			2 023 052	391.383	2 023 052	90.600	85.776
1846	3 440	1.233.142	1.237.002	58.926	91.000	523.002	320.000	192.503	12.572			2 343 992	320 940	2 343 992	135.460	156.853
1847	222 693	1.360.681	1.583.374	67.457	106.401	643.973	388.203	284.398	14.904			2 982 309	638.317	2.782.309	226.610	148.021
1848	436.602	1.216.233	1,652 835	61.530	162.626	680.746	437.500	237 271	19.356			3.089 238	106.929	2.889 238	252.837	196.168
1849	489 208	1.115 918	1.605.126	78.299	174.758	801.246	454 240	259.080	19.650	25.325		3.242 566	153.403	3.125 000	239.290	198.213
1850	288.030	1.423.977	1.712.007	70,919	211.960	722.622	550.417	243 250	19.921	37.763		3.356 899	114 033	4.183 725	207.863	180.439
1851	579.156	1.650,270	2.184.240		310 307	989.296	795 095	336.000	24 899	54 200	20 000	4.429.458	981.103	4.738.539	312 367	
1852	800,038	1.650 912	2 450.950	66,543	325.699	1.114.026	923 269	319,341	25.846	59.857	33.639	4 993,471	564 013	4 950,000	322.211	
1853	888,965	1,582,248	2,470,943	80.660	389.295	1,080,544	1.006,986	442,511	15 500	69.007	29.000	5.195.151	201 680		394.078	231 508
	9,563,826	12,718,870	22,295,396	707,616	2,247,146	9,756,598	7,024,640	2,713,586	234,633	215,232	82,639	43,060,491				

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Rail Road Company, held January 9, 1854, *the following Resolutions were unanimously adopted:—*

Resolved, That the Report just read be adopted, and that the acts of the President and Managers be and are hereby approved, confirmed, and established; and that the Report and accompanying documents be printed for the use of the Stockholders.

Resolved, That the Board of Managers are hereby authorized to carry into effect the several measures proposed in the said Report for the completion of the improvements now in progress, and for the proper accommodation of the anticipated increase of business, and to raise the necessary funds for these purposes, in such manner as will in their judgment best promote the interests of the Company.

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Rail Road Company, held January 9, 1854, *the following gentlemen were unanimously re-elected Officers for* 1854:—

PRESIDENT.

JOHN TUCKER.

MANAGERS.

SAMUEL NORRIS,
C. S. BOKER,
R. D. CULLEN,
G. W. RICHARDS,
M. S. RICHARDS, of Reading.
CHRIS. LOESER, of Orwigsburg.

SECRETARY AND TREASURER.

SAMUEL BRADFORD.

REPORT

OF THE

PRESIDENT AND MANAGERS

OF THE

PHILADELPHIA AND READING RAIL ROAD COMPANY

TO THE

STOCKHOLDERS,

JANUARY 8, 1855.

PHILADELPHIA:
MOSS AND BROTHER,
12 SOUTH FOURTH STREET.
1855.

REPORT

OF THE

PRESIDENT AND MANAGERS

OF THE

PHILADELPHIA AND READING RAIL ROAD COMPANY

TO THE

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PHILADELPHIA:
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CHRIS. LOESER, of Orwigsburg.

SECRETARY AND TREASURER.

SAMUEL BRADFORD.

TO

THE STOCKHOLDERS

OF THE

PHILADELPHIA AND READING RAIL ROAD COMPANY.

The Managers submit statements in the usual form, of the results of the business of the past year.

TRANSPORTATION AND INCOME ACCOUNT FOR 12 MONTHS, ENDING NOVEMBER 30, 1854.

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.				DR.	CR.
			Receipts of the Road.				
			Travel 266,631 equal to 105,219 through Passengers . .				272,367 94
			Freight on Merchandise, 140,801 Tons				231,626 69
			Freight on Coal, 1,987,854 Tons @ 1.63 68.100 cents . .				3,253,822 78
			United States Mail				14,218 00
			Miscellaneous Receipts				9,604 50
							3,781,639 91
			Working Expenses:				
			Running Account.				
			Fuel, Wood 31,544 Cords	$110,538 44			
			Cutting, Loading, &c.	33,432 13			
					143,970 57		
			Coal, 40,178 Tons Anthracite		122,141 30		
			Oil, 45,330 Gallons		41,838 61		
			Tallow, Lard, Grease, and Cotton Waste		14,024 30		
			Wages of Engineers, Firemen, Conductors, and all hands .		183,169 24		
			Tolls paid City and Norristown Rail Roads		5,765 45		
			Hauling Expenses on Broad Street		11,472 47		
			Hauling and assorting Cars at Schuylkill Haven,	$13,368 50			
			Do. do. Richmond .	22,845 74			
			Do. do. Port Carbon .	14,190 70			
					50,404 94		
			Paid for Coal lost by accidents		8,998 88		
			Paid for use of Telegraph		3,100 00		
482,216 85	66,136 52	44,443 92	Paid for Sundries		7,910 93		
						592,797 2	
			Workshop Account.				
			Wages of all Machinists, Blacksmiths, Carpenters, Mechanics, &c.	$250,486 73			
			Bar Iron, Steel, Blooms, &c.	63,099 64			
			Pig Iron, for Foundry	17,420 63			

			Copper, Spelter, Tin, Lead, &c.	20,872 93			
			Timber and Lumber	35,931 71			
			Coal used in Shops, Anthracite	14,128 67			
			Do. do. Bituminous	3,828 42			
					405,768 73		
			Wheels, Axles, and Tires, made at Iron Foundry and Tilt Hammer Shop		51,102 51		
			Hardware, Paints and Oils, Leather, Stone, Lime, and Repairs of Tools		28,498 33		
			Sundries, $5,275 60; Patent Rights, $2,500		7,775 60		
					493,145 17		
			Repairs of 121 Engines,	214,133 72			
			Do. 4889 Coal Cars	218,152 45			
			Do. 814 Merchandise Cars	24,739 26			
			Do. 45 Passenger Cars	14,726 10			
			Work at Depots, Stationary Engines, Wood Cutting, &c.	21,393 64			
402,194 01	48,470 63	42,480 53		$493,145 17		493,145 17	
			Depot Account.				
			Wages of all hands		30,376 25		
			Wages of Watchmen		12,447 06		
35,265 25	13,158 68	4,210 78	Pumping Water, Coal, Materials, and Horse hire		9,811 40	52,634 71	
			Superintendence Account.				
			Salaries of all Officers, Agents, &c., on the Road,	37,628 27			
			Stationery at all Depots and Offices on the Road,	6,584 77			
75,928 06	2,652 78	3,537 04	Contingent Expenses, Salaries, &c., in Philadelphia,	37,904 84		82,117 88	
			Lateral Roads, Expenses.				
4,302 27	231 30	92 52	Salaries of Agents, and other Expenses			4,626 09	
999,906 44	130,649 91	94,764 79	Carried forward,			1,225,321 14	3,781,639 91

TRANSPORTATION AND INCOME ACCOUNT—*Continued.*

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.				DR.	CR.
999,906 44	130,649 91	94,764 79	Brought forward,			1,225,321 14	3,781,639 91
			Roadway Department.				
			For Repairs and Renewal of,				
			ROADWAY—250.06 miles Single Track.				
			Raising and Repairing Tracks	$62,320 51			
			Ballast and Broken Stone	9,394 08			
			Clearing Side Ditches	7,732 37			
			Removing Slips	236 59			
			65,769 Sills	23,112 88			
			Timber and Lumber	1,909 10			
			Spikes and Nails	5,978 06			
			Chairs	5,019 10			
			Frogs	3,560 17			
			Switches	4,053 20			
			Sidings and Coal Shutes	3,839 04			
			Tools and Hardware	3,306 86			
106,108 12	12,266 09	15,588 07	Oil and Sundries	3,500 32			
					133,962 28		
			BRIDGES.				
			Stone Bridges	2,067 54			
			Iron Bridges	750 48			
			Wooden Bridges	7,232 92			
8,875 05	1,011 08	1,348 10	Farm and Road Bridges	1,183 29			
					11,234 23		
			BUILDINGS.				
			Passenger and Freight Depots	3,782 63			
			Engine Houses	682 05			
			Water Stations and Wood Sheds	5,589 12			
			Turning Platforms	1,050 57			

			Workshops	72 90		
9,689 96	1,103 93	1,471 99	Dwelling Houses	1,088 61	12,265 88	
			MACHINERY, &c.			
			Standing Machinery	5,131 30		
			Labor in Yards	3,628 73		
16,194 87	1,844 98	2,460 00	Expenses of all Engines used in this Department,	11,739 82	20,499 85	
			RICHMOND WHARVES.			
			Trestle Work	5,219 90		
			Replanking	9,466 59		
			Shutes	2,341 68		
			Tracks and Switches	994 75		
21,891 65			Docks and Wharves	3,868 73	21,891 65	
			POLICE.			
			Watchmen at Bridges	7,497 87		
			Do. Stations	1,705 25		
9,365 16	1,066 91	1,422 55	Do. Tunnels	2,651 50	11,854 62	
			SUNDRIES.			
			Clearing Ice and Snow	639 04		
			Repairing Telegraph	978 20		
			Law and Travelling Expenses	144 29		
			Coal	1,281 87		
			Sundries	843 08		
6,715 79	765 09	1,020 12	Superintendence, &c.	4,614 52	8,501 00	220,209 51
1,178,747 04	148,707 99	118,075 62	Or $1 12.22 cents per Through Passenger.			
		148,707 99	" 1 05.61 " " Ton Merchandise.			
		1,178,747 04	" 59.30 " " Ton Coal.			
		1,445,530 65	Total Expenses, Working and Repairing the Road and Machinery . . . . Carried Forward,			1,445,530 65 3,781,639 91

TRANSPORTATION AND INCOME ACCOUNT—*Continued.*

			DR.	CR.
Brought forward,			1,445,530 65	3,781,639 91
Drawbacks and Allowances.				
Dumpage	$105,125 73			
Freight on Missing Coal	18,442 57			
Errors in Freight and Tolls Bills	1,232 49			
		124,800 79		
Motive Power on Lateral Rail Roads		17,407 76		
Rents and Ground Rents		21,501 24		
State, County, and City Taxes		2,008 57		
Profit and Loss, Interest, Damages, and Sundries		29,963 93	195,682 29	1,641,212 94
Net Profit for the Year,				2,140,426 97
Interest on Bonded Debt.				
Coupons due 1st April, 1854, 1½ per cent. on 1850 and 1870 Bonds, $3,469,600, 3 mo's, @ 1½ per ct.		52,044 00		
Coupons, due 1st July, 1854, on 1856 Bonds $10,000				
" 1860 " 4,961,800				
4,971,800 @ 3½ per ct.,	149,154 00			
On 1860 5 per ct. Bonds 801,600 @ 2½ per ct.,	20,040 00			
		169,194 00		
Coupons due 1st October, 1854, on 1850 and 1870 Bonds, $3,469,600 @ 3 per ct.		104,088 00		
Coupons due 1st January, 1855, on 1856 Bonds $10,000				
1860 " 4,961,800				
$4,971,800 @ 3 per ct.	$149,154 00			
On 1860, 5 per ct. Bonds 801,600				
Less bought with Sinking Fund 24,000				
$777,600 @ 2½ per ct.	19,440,00			
		168,594 00		

Coupons due 1st April, 1855, on 1850 and 1870 Bonds, $3,469,600 3 mo's @ 1½ per ct.			52,044 00	
Total Interest for 1854 on Bonded Debt			545,964 00	
One Year's Interest on Bonds and Mortgages, $488,800 @ 6 per ct.			29,328 00	
Total of Interest for the Year			575,292 00	
Renewal Fund.				
3 cents per 100 Tons on 433,295,881 Tons transported 1 mile during 12 months ending 30th November, 1854			129,988 76	705,280 76
Dividend Fund for the Year,				1,435,146 21
Add Balance Dividend Fund, 1853,				35,244 17
				1,470,390 38
Which has been disposed of as follows:—				
Dr. Balance of Interest account		$254,302 06		
Suspense account		204,169 09		
Dr. Balance of Renewal Fund		21,343 50		
Reading Depot Fire		18,089 18		
Rebuilding Reading Shops		40,520 01		
			538,423 84	
Sinking Fund for Bonds issued in 1836, payable 1860,	25,000 00			
Do. do. in 1849, payable 1870,	75,000 00			
		$100,000 00		
Dividend on Preferred Stock in Cash on $1,551,800 @ 7 per ct.,		108,626 00	208,626 00	747,049 84
Balance of Dividend Fund,				$723,340 54

This statement will, upon examination, be found to present these remarkable results during the past year—

An increase in Coal transported of .	405,606 Tons,	equal to	25	per cent.
" Merchandise . .	32,948 "	"	30	"
" Passengers . .	54,812			
Or, through passengers,	12,562	"	13	"

An increase in the gross receipts from the transportation of Coal of . . .	$999,128 61	or 44	per cent.
" Merchandise . .	51,014 89	" 28	"
" Passengers . . .	46,604 61	" 20	"

An increase in the net profits from the transportation of Coal of	$667,968 87	or 47	per cent.
" Merchandise . . .	16,095 78	" 24	"
" Passengers	23,704 34	" 18	"

This comparison is made from the working of the road in these three departments, without reference, of course, to Renewal Fund, Drawbacks, Miscellaneous Receipts, &c., which would but slightly vary the result. To attain entire accuracy in the statement of the revenue from these three sources, it is necessary to estimate the proportion of Renewal Fund, &c., chargeable to each. The exact statements are as follows:—

1854.	Gross receipts from all sources . . .			$3,781,639 91
	Deduct all expenses and drawbacks,	1,641,212 94		
	Renewal Fund, On same basis as in 1853,	129,988 76		
			1,771,201 70	
				$2,010,438 21
1853.	Gross receipts	2,688,287 59		
	Deduct all expenses and drawbacks . .	1,222,537 52		
	Renewal Fund .	106,974 23		
		1,329,511 75		
			1,358,775 84	
	Increase in the net profits of the road in 1854 over those of 1853,			$651,662 37

While these results are exhibited, which cannot fail to be received by the Stockholders with marked satisfaction, it will at the same time be observed that the transportation expenses have also largely increased, as follows:—

On Coal	$5\frac{74}{100}$ cents per Ton, or	10 per cent.
" Merchandise . .	$\frac{11}{100}$ " "	
" Passengers . . .	$9\frac{51}{100}$ per through Passenger, or	9 "

This increase in the cost of transportation is to be attributed to two causes, one extraordinary, and the other not permanent. The former refers to a loss by fire, which resulted in the destruction of the principal workshops at Reading, in January last, at which time ten Locomotives were much injured, two of them nearly destroyed. In addition to the cost of rebuilding and repairing these engines, the expense of the ordinary repairs of others, from the want for many months of the usual facilities for such purpose, has much increased the cost. The other cause from which the increased cost of transportation has arisen, and which is regarded as not permanent, has been the unusual high price of all materials, especially iron, so largely used in repairs, and the almost unprecedented high wages of labor in all departments. A large abatement in the price of both materials and labor has already taken place, and a corresponding diminution in expenses in these departments is thus insured for the coming year.

The fund for division among the Stockholders has also been diminished by other extraordinary deductions.

Interest on floating debt . . .		$254,302 06
Suspense account	248,367 07	
Less charged in previous years . .	44,197 98	
		204,169 09
Renewal Fund, Dr. balance . . .		21,343 50
Destruction of shops at Reading, in January, 1854, and rebuilding		58,609 19
		$538,423 84

With reference to the first of these items it is to be observed, that at the annual meetings in 1853 and 1854, the Managers were authorized to issue securities on such terms as they deemed would best promote the permanent interest of the Company, to pay for the improvements then sanctioned or directed. The Managers have not deemed it advisable to increase the permanent debt, and, even had they so determined, it could only have been effected by a great sacrifice of the obligations of the Company. Neither could they have disposed of stock, except at a large discount from its par value. And this, from their intimate and daily knowledge of the great profits accruing from the works, they deemed unjustifiable. They, therefore, decided that it was the wiser course to appropriate these profits to the liquidation of the floating debt incurred for the expenditures made by authority of the Stockholders.

The results of these expenditures have been shown in the comparative statements of the business and profits of the years 1853 and 1854, just presented. By these, the wisdom, not only of the authority confided, but of the manner of its exercise, is sufficiently demonstrated. The sum thus paid for interest is large, but it is to be borne in mind that it is but temporary, while a sacrifice of the stock or securities of the Company would have been a permanent charge or loss. It should also be remembered that the amount so paid is by no means an entire loss to the Company. Had stock been issued and interest thus saved, the holders of the new stock would have been sharers of the Dividend Fund.

The second of the extraordinary deductions above mentioned, the charge to Suspense Account, includes various claims referred to in former reports as not immediately available. Such claims originated, in many instances, some years since, during a period of great prostration in the business of mining coal, when a system of short credits on the bills for freight and tolls was permitted. Many of these debts were then supposed to be secured by liens on various collieries, which, from having been extensively worked, have much depreciated in value. The Managers have deemed it the better policy to deduct every doubtful asset from the large income of this year, and have done so, although from some they hope yet to realize.

The third of the extraordinary deductions above mentioned, the balance at the debit of Renewal Fund, in pursuance of the same policy, has also been charged to the Income Account of this year. Under this head it may be proper to observe, that while the usual appropriation of three cents for each one hundred tons transported one mile, is deemed, on the average, amply sufficient for the perpetuation of that portion of the works to which this fund has been applied, it may well happen that during a year, when iron commands an extraordinarily high price, the expenditures from this fund may exceed the appropriations to it. It should be noticed that more than nine miles of entire new track has been laid during this year, and that the difference between the new rails used and the old iron removed, is 586 tons (all charged to this fund), which difference, in weight alone, at the market price of rail road iron, largely exceeds the whole balance to the debit of this account.

The last of the items of deduction to which reference has been made, is that caused by destruction by fire, in January last, of the principal workshops at Reading. The cost of rebuilding them has been $58,609 19, and this in like manner has been deducted from the Income Account of the year. The shops have been rendered much more efficient by improvements and enlargements, as rebuilt. Greater security against fire has been attained by substituting an iron roof for the wooden ones, by which the disaster was caused. Some portion, at least, of these changes, improve-

ments and enlargements, might be properly chargeable to Capital, instead of Income Account, but the Managers believe it will be more satisfactory to err, if at all, by deductions from the current revenue than by increase of capital. For these reasons, the entire expenditure has been so deducted.

But, notwithstanding all these extraordinary and unusual charges to the Dividend Fund, amounting together to $538,423 84, such have been the earnings of this work for the past year, there is still left, from the net profits, a fund for appropriation by the stockholders, as follows:—

Net profits from the business of the road . . .		$2,140,426 97
Deduct usual Renewal Fund		129,988 76
		$2,010,438 21
Deduct interest on Bonded Debt of $9,219,000,	545,964 00	
Do. on Bonds and Mortgages, $488,800,	29,328 00	
		575,292 00
		$1,435,146 21
Deduct extraordinary charges already explained . .		538,423 84
		$896,722 37
Deduct Sinking Funds for the purchase of bonds for which stock is created, and to be divided equal to the amount of bonds purchased and cancelled		100,000 00
		$796,722 37
Deduct dividend on the Preferred Stock, $1,551,800, 7 per cent. in cash		108,626 00
		$688,096 37
Add balance of Dividend Fund of 1853	52,152 89	
Deduct charges made in 1854 to this account	16,908 72	
		35,244 17
Fund remaining for dividend		$723,340 54
This fund will give a dividend on the Common Stock outstanding, $5,874,238 97, in stock of ten per cent. . . .	587,423 90	
Additional dividend in stock to the Preferred Holders to make theirs equal to the Common Stock in accordance with the resolution by which it was created, three per cent on $1,551,800 . .	46,554 00	633,977 90
Balance reserved . .		$89,362 64

Leaving a surplus dividend fund unappropriated and reserved, as follows:—		
Balance of profits of 1854		89,362 64
Add balance of Sinking Fund undivided in 1853, payable in stock, to		
Preferred Stock . .	1,075 29	
Common " . .	43,094 97	
Surplus investment .	2,122 77	
		46,293 03
Add investment of Sinking Fund of 1836—60 by purchase and cancellation of bonds		24,000 00
Add investment to be made for the Sinking Fund created in 1850, $75,000 (which, with the last item, is deducted from Income Account of 1854), and will purchase bonds due in 1870, to be converted into stock to be hereafter divided, say		90,000 00
		$249,655 67

Less, State Tax.

The dividend fund above referred to has, as already explained, been appropriated to the reduction of the floating debt, incurred for permanent improvements, and in lieu of the issue, at a great sacrifice, of the bonds or stock of the Company.

The act of the Legislature authorizing the payment, by this Company, of dividends in stock, confers upon the stockholders alone the power to authorize the Managers so to make or declare such dividends. While, therefore, the subject is for your exclusive consideration, the Board of Managers do not hesitate to recommend that this authority be given. During the last two years, a large amount of valuable property has been acquired. This is now represented by the floating debt and the dividend fund of the stockholders. The Managers know of no reason why the valuable property thus subsequently secured should not be represented by an issue of stock, as well as that originally obtained. They cannot conceive why wharves Nos. 15 to 18, constructed in 1853 and 1854, are not as properly chargeable to Capital Account, as wharves Nos. 1 to 14. And so, also, of the other following expenditures, incurred in 1853 and 1854, no portion of which can be regarded as an item of repair or renewal, but each of which is a new and distinct addition to the property of the Company, imperatively required by its increasing business.

	1853.	Expended in 1854.
New Wharves, four	$154,643 79	$73,385 28
Stone Bridges at "Falls" and "Peacock's Locks," as directed at your meeting in 1853	54,920 28	72,843 92
New Engines and Cars	102,563 13	256,643 51
New Depots	31,049 03	25,142 24
Real Estate	403,071 07	81,204 71
Telegraph Stock	16,784 00	2,396 00
Rail Road, for 4 miles, 5,192 feet of New Sidings, &c. to facilitate the increased business		47,480 21
	$763,031 30	$559,095 87

The four Wharves were completed in the early part of the year, and added greatly to the facilities at Richmond.

The construction of the Stone Bridges at the "Falls" and "Peacock's Locks" was directed at the Annual Meeting in 1853. These structures are 1,290 feet in length, and the cost of the two was estimated at $193,002 97. On these works, $127,764 70 has been expended, leaving $65,238 27, yet required for their completion.

The following Table presents the number and power of the Locomotive Engines now, as compared with Nov. 30, 1848:—

	1st Class.			2d Class.			3d Class.			4th Class.			Total.		
	No.	Tons.	Cwt.	No.	Tons.	Cwt.	No.	Tons.	Cwt.	No.	Tons.	Cwt	No.	Tons.	Cwt.
On hand 30th Nov. 1848 . . .	47	999	6	26	341	16	8	71	10	3	14	8	84	1,427	
Sold or abandoned from that date to 30th Nov. 1854 . . .	5	100	14	11	136	8	3	27	8	1	5	3	20	279	13
	42	898	12	15	205	8	5	44	2	2	9	5	64	1,147	7
New Engines from Renewal Fund	22	503	16							1	14		23	517	16
	64	1,402	8	15	205	8	5	44	2	3	23	5	87	1,665	3
Bought and charged to capital account—															
In 1851	2	50	6												
In 1852	13	344	2												
In 1854	19	512	5												
Nov. 30, 1854	98	2,309	1	15	205	8	5	44	2	3	23	5	121	2,581	16

November 30, 1848, 84 engines weighed 1,427 tons = 17 tons, average weight.
" " 1854, 87 " " 1,665.3 tons = 19 tons 11 cwt. "

Tons 1,665 3 equal to 98 engines of 17 tons weight.
On hand 30th Nov. 1848, 84 "

Locomotive power since 1848 has been increased out of the Renewal Fund equal to 14 engines of the average power of that date.

With 84 locomotives at that date, the business of the road has since been nearly doubled, with but 34 engines charged to capital account, thus clearly proving that the motive power then existing, has been at least fully maintained from the Renewal Fund.

The expenditures for new Depots were chiefly at Port Clinton, the junction with the line of roads just opened to Niagara Falls. A new and commodious building has been erected, which was essentially necessary.

The additions to Real Estate, for the past year, have been for

New Broad Street Depot, Philadelphia;		
3 lots purchased on 13th Street .	$10,125 00	
Ground rents on other lots in this square paid	14,156 84	
		$24,281 84
Broad and Cherry Street, Philadelphia, Ground rents on old Depot paid,		2,640 00
Pennsylvania Avenue and 16th Street, Philadelphia, lot for a new Stable, the one formerly rented being required by the owner for other purposes	20,000 00	
Cost of buildings for Stables, &c. .	9,269 30	
		29,269 30
Hamilton and 20th Street, Philadelphia, lot for an Engine House, not yet improved		6,370 03
Richmond; lot on Bank Street, contiguous to lots on river front . .		3,084 80
Richmond; ground rents paid on property on Bank Street . . .		12,093 74
Pottstown; a lot uniting previous lots of ground, owned by Company . .		915 00
Reading; for lot adjoining other property		300 00
Land for new Water Stations and Sidings,		
at Aramingo	1,550	
Monocacy	500	
Mohrsville	200	2,250 00
		$81,204 71

That these items are not of that class which could properly be chargeable to renewal or repairs, and that the capacity of the works for business and profit has been increased vastly beyond the proportionate augmentation of capital, is clearly demonstrated by the following statement. The capital (stock and debts), business and profits from 1849 to 1854, has been thus:—

	Capital and Debts.	Tonnage, Freight and Passengers.	Gross Receipts.	Net Profits.
	$	Tons.	$	$
1849	16,325,032 00	1,198,062	1,933,590 59	901,807 44
1850	16,325,332 00	1,461,168	2,363,958 50	1,167,292 76
1851	16,649,515 43	1,771,670	2,314,330 40	1,010,039 96
1852	17,141,987 47	1,796,260	2,480,626 41	1,121,436 74
1853	17,905,018 77	1,782,758	2,688,287 59	1,335,492 13
1854	18,464,114 64	2,233,874	3,781,629 91	2,010,438 21
		10,243,792	15,562,433 40	7,546,507 24

An increase during the six years in Tonnage . . 86 per cent.
" " Gross receipts . 94 "
" " Net profits . . 122 "
" " Capital and Debts, 13 . "

Thus, it conclusively appears that this comparatively small increase of capital has not been expended for the purpose of perpetuating works then existing, which were represented by the then Capital, but in the acquisition of new, most valuable and profitable property, which otherwise has no representation at all in the capital stock. This increase also includes much valuable real estate not yet improved or used, of a present value, for any purpose, greatly beyond its cost, and of immense prospective importance to this Company. Reference is here particularly made to the river front at Richmond, and the property adjoining, not yet improved.

With reference to the propriety of the proposed dividend in stock, it may also be proper to repeat that, at the last two annual meetings, authority was given to issue stock to pay for these improvements. A large body of the stockholders readily assented to take their proportion of the new stock at par; a large majority, however, declined. Had each stockholder taken his proportion, the capital stock would have been increased, and the profits could now be divided in cash. By appropriating the profits to liquidate the floating debts incurred for these authorized expenditures, and in making a division or dividend of the profits in stock at par, no sacrifice is inflicted on those who were willing to take their proportion at par (each stockholder takes his exact proportion), and the Company, to the extent of the dividend made, will be in the precise position it would have occupied if that amount of stock had been negotiated at par, and that amount of profits divided in money.

To the inquiry so frequently and so unthinkingly made, when will this increase of capital cease, the answer is a very ready and conclusive one. Never, so long as the business increases, and by its increase calls for new and distinct improvements. Any other reply would admit that wild extravagance had been resorted to in advance, in preparation for business,

prior to its necessity. It would have been as absurd in 1849, with a business of 1,198,062 tons, to have prepared for the business of 1854 (2,233,874 tons), and then close the capital account, as it would now be to expend what might be thought needful for that of 1859, closing the account, and then limit all permanent improvements, caused by increased business, to what might be deducted from net income. This course would deprive the present stockholder of what his capital earned, and compel him, against his will, to share in additions to that capital, which might not for years become profitable. There is no reason in this. That which is required to repair and maintain the existing efficiency of the works, in all branches, is justly chargeable to income; but that which is additional and beyond this, is as properly now to be represented by capital as was the right of way originally purchased on the grant of the charter. This is both reasonable and wise, for it enables the Company to await patiently the calls of the public and the trade, with a minimum capital, and to make then, and as required, such additional improvements as the necessity of the occasion may demand. The wisdom of this course can have no better illustration than in the working of the road for the past year. The addition to capital was $559,095 87; the net revenue was increased $651,662 37. The property purchased, by which it was earned, remains. It is to be kept and maintained from income; but being so purchased, and for the end of enabling the Company thus to augment its trade, it added to capital, and it needs and is entitled to be represented as such.

The prosperity of this work, and the propriety, as well as necessity, of the increase of capital for the last year, may be well illustrated by comparing its traffic with other leading lines. The mere increase in the tonnage of 1854 over that of 1853 exceeds the total tonnage in merchandise of any rail road in New England. But a more familiar comparison is with that of the Great Central, or Pennsylvania Rail Road of this Commonwealth, extending from Harrisburg to Pittsburg, 247 miles. From their last report (for 1853), the following statement is extracted, viz:—

"Tons of	through	freight,	east	35,657
"	"	"	west	37,842
"	local	"	east	49,438
"	"	"	west	36,695
	Total tons moved			159,632"

Equal to 646 tons per mile.

It will be recollected from the previous statements that our merchandise tonnage alone was, for the last year, 140,801 tons (only 18,831 tons less than the total merchandise tonnage of the Pennsylvania Rail Road in 1853), which is equal to 1,520 tons moved per mile. Our *increase* in tonnage,

in coal and merchandise, in one year, is 438,554 tons, or, per mile, 4,715 tons, being over 725 per cent. more per mile than the whole merchandise tonnage of the other work, while our total tonnage in coal and merchandise was 2,128,655 tons, or more than 35 times as much per mile as the entire merchandise tonnage of the Pennsylvania Rail Road.

While these facts are not referred to with a view to affect the public estimate of the usefulness and profit of one great and important work of this Commonwealth, they nevertheless demonstrate that of the other. These comparisons are made, however, to prominently illustrate the great increase of the business of this road, and, as a consequence, to exhibit, as they do most strikingly, the propriety of a small increase of capital.

It may, also, properly be stated that this annual increase of tonnage exceeds the total estimate of the business in this department made in the first prospectus issued by this Company, on which the work was started.

It is proper, however, to add that, during the coming year, the Managers do not expect an increase in the coal tonnage beyond the present capacity of the works. No new expenditures in this department are therefore now contemplated. The amount required to complete works heretofore authorized, and nearly finished, is estimated thus :—

Stone bridges at "Falls" and "Peacock's Locks" . . .	$60,000
New tracks at the junction of the new line of road at Port Clinton	10,000
Do. for completion of sidings at "Monocacy" and "Aramingo," required for the greater number of trains to be run at high speed, and a supply of water	10,000
Enlargement of shops at Richmond	5,000
The increasing traffic to this city may render it necessary to erect a new engine-house on the lot, corner of Twentieth and Hamilton Streets, purchased for this purpose.	
At the upper terminus of the road, the water from the river Schuylkill has been used, where it is rendered so impure by a mixture with that pumped from the mines that it is found to be greatly injurious to the boilers of the locomotives. Negotiations are now pending with the new "Pottsville Water Works Company" for a full supply of pure water. At some other stations a more constant or regular supply is required.	
These, with some other small outlays which the developments of new business may demand, are estimated as not exceeding	65,000
Estimated expenditures for the road proper, for capital account, in 1855	$150,000

In this connection, it is proper to state that authority, by act of the Legislature, having been conferred on the Managers to subscribe to the capital stock of the Lebanon Valley Rail Road Company, the subject was one which occupied for some time the consideration of the Board. After carefully examining the character of the proposed road, the effect of its construction upon the property of this Company, and after consultation with many of its prominent proprietors, the Managers deemed it their duty to avail themselves of the authority conferred, and accordingly subscribed to 6,000 shares, or $300,000, of which one-half has been paid. They did, and do now, consider that work as of immense importance to this Company. It is in length 53¼ miles. It opens a direct communication through Reading to Harrisburg, there connects with the Pennsylvania and southern and northern roads, and passes through a valley and country of the richest, in agricultural and mineral resources, of this Commonwealth. It has easy grades, light curvature, attained with comparatively little expense.

The Managers have not failed to see that from this, as from all the connecting and extending lines, the business of this Company must be vastly augmented, and believed that their true policy was to render such reasonable aid as might insure the completion of this work. The increase in the amount of stock and bonds apparent in the general account, arises chiefly from this subscription, and from the purchase of stock in the Mt. Carbon and Port Carbon Rail Road, in pursuance of your Resolutions.

The Managers have secured the right to purchase the Willow Street Rail Road, extending from Broad Street to the river Delaware, 6,650 feet in length, for $100,000. This road is of a double track, is laid upon a street exclusively devoted to the purpose, and connects the rivers Delaware and Schuylkill, through the centre of the city. Its importance and value can scarcely be over-estimated. The privilege of so running a rail road could not now be procured at any price, and the business facilities it will afford to this Company and the community, are not less apparent than its value. A large quantity of produce, of all descriptions, arrives daily in Broad Street, in the very heart of the city. This has to be transported in drays to the Delaware river, for shipment, requiring much space, delay, and expense. By the acquisition of this road, the incoming cars could be dispatched without delay, and at little cost, direct to the point of shipment. The line of this road also furnishes convenient sites for yards, for the retail of coal. In addition to its first cost, about $50,000 will be required to put it in the most efficient order. It is recommended, therefore, that authority be given to make this purchase.

The Managers look forward, and with great confidence, to a very large increase in the passenger and merchandise traffic. The great line of road to the north and west, to which allusion was made in the last two

Reports, *via* the Little Schuylkill, Catawissa, Williamsport and Erie, Sunbury and Erie, and Williamsport and Elmira roads, was opened on December 18th last. These works, costing at least $8,000,000, are direct feeders to the road of this Company. By them, a direct communication is made to the various and important roads in Western New York, and thus with the Canadas and the Great West. A vast country of great resources, heretofore without rail road facilities, is opened to Philadelphia, and a direct line of communication to the great lakes, equal in distance and superior in grades to any leading to New York, is thus secured. To properly accommodate so large a business as may be confidently expected, a very moderate expenditure will be requisite; but it will be totally insignificant when compared with the large capital invested in these new works, thus bringing their passengers and traffic on the line of this road.

A more commodious passenger and merchandise depot, in this city, is much needed. A square of ground has been purchased, fronting on Broad Street, as stated in previous reports. A proper building, erected upon it, is estimated to cost $150,000. This improvement, however much needed, is one rather of accommodation than of necessity; and, under the rule which has heretofore guided the Managers, they would recommend that the expenditures authorized, be confined, as heretofore, to works of urgent necessity, until the Stockholders so appreciate their stock that they will readily and gladly take it for such purposes, at par. Proper facilities, however, called for by the necessities of the public, are demanded as well by the interests of the Company as by the implied contract in its charter.

The business of this Company, augmented by the connections referred to, is now so enormous, and its details are so multifarious, as almost imperatively to call upon the Stockholders to relieve the present administrative officers of a portion of the labor now imposed upon them. The Managers believe that the election of a Vice-President would be a very proper mode of providing such aid, and would be found advantageous as well to those who have occasion to call upon its officers, as to the Company itself. They therefore recommend the creation and election of such an officer by the Stockholders.

In presenting this Report, which, in every aspect, is believed to be the most satisfactory that has been submitted since the organization of the Company, the Managers express their confident belief that the profits from the business of the road, for the coming year, will equal those of the last. Should there be, from any cause, any diminution in the revenue from the coal traffic, they estimate that the increase from merchandise and passengers will fully equal it. On this basis, the result of the income account, for 1855, will not be less favorable than the following, viz:—

Net profits of business, as in 1854 . .		$2,010,438 21
Deduct interest on bonds	$545,964	
" " " bonds and mortgages .	29,328	
" " " floating debt, maturing from Dec. to July next, say	100,000	
		675,292 00
		$1,335,146 21

In this year, and at last, the original design of the projectors of this work has been attained; and while it will continue, as heretofore, to serve the public as the greatest carrier of the cheapest fuel, it will now also assume its true position as one of the leading avenues of travel and traffic to the North and West. The Managers see in its future everything to realize the just expectations of its Proprietors, and to command the highest confidence of the whole community.

By order of the Board of Managers.

JOHN TUCKER, *President.*

Office of the Philadelphia and Reading R. R. Co.

PHILADELPHIA, *January* 3, 1855.

RENEWAL FUND—1853-'54.

Dr. To balance from last year,		$5,823 33
New Rail Road Iron—		
Used in Main Tracks, 2,272 Tons	$156,230 70	
Less old Rail Road Iron taken up, 1,686 Tons	79,226 62	
		77,004 08
New Tracks—		
Laying 9 miles, 1,191 feet of New Tracks, complete		8,415 49
Turnouts and Depots—		
Richmond Water Tubs and Pipes; Schuylkill Haven Water Tubs; Water Pipes at Palo Alto; Pump House and Pipes at Valley Forge; Hydraulic Ram, Pipes, and Tub at Pottsville; Pipes at Planes: Part Cost of Rebuilding Norristown Water Station; Gas Fixture, &c., at Philadelphia and Reading; Shop for Repairing Coal Cars at Tamaqua; Additions to Reading Store House; Extension of Carpenter's Shop at Reading; Paving at Pottsville, Norristown, Pottstown, Philadelphia, and Richmond; Wharfage and Hauling Paving Stone .		15,104 83
Bridges—		
Iron Girders for Ridge Road Bridge; Arching Bridges at Upper Depot, Reading, Pt. Kennedy, and at Conshehocken; Sustaining Walls at Nicetown and at Reading		6,199 40
New Stationary Machinery—		
New Machinery for Quarries; Diving Bell; Lathe and Punching Machines; Patent Right of Dredging Machine; New Cars; New Stationary Engines; Renewing Old Stationary Boilers; New Slotting and Planing Machine; Slide Lathe; Steam Hammer; Warehouse Trucks, Schuylkill Haven Pivot Cranes for Depots; Bending Machine; Bolt Cutter; Shafting and Tools for Richmond, Palo Alto, and other Shops; New Scale for Reading Depot; New Wrought Iron Platform at Richmond Engine House with Machinery complete		18,426 16
Sundries—		
Rebuilding Remainder of Telegraph Line; Labor in Yards; Repairs of Engines and Cars; Water, Fuel, Wages, &c.; Expense of Hauling and Delivering all Materials; Superintendence and Stationery; Coal, Horse, Feed, &c. &c.; New Hose and Hose Carriage; Coal Shutes for Company's Coal, &c. &c.		25,358 97
		156,332 26
Cr. By 1 old Engine, "Cerro Gordo," sold,	5,000 00	
By 3 cents per 100 Tons on 433,295,881 Tons, hauled 1 mile in 12 months, ending November 30, 1854 . . .	129,988 76	
		134,988 76
Dr. Balance paid out of net income account of this year,		$21,343 50

NEW ENGINES AND CARS.

Details of Cost for 1854.

Making two new first-class engines, "Wabash" and "Sciota," with double tenders	$18,358 92
Making 4 new passenger, and 3 new baggage-cars	12,432 77
Cost of 30 eight-wheeled plain freight-cars	9,257 93
" 20 " house freight-cars	7,605 45
" 1 " plain car purchased	301 50
Expenses and tolls paid on bringing new engines from Baltimore	438 52
1 four-wheeled dumping-car made	186 54
Extra tender, wood engines	745 23
Bells for passenger-engines, "Philad. Branch Road"	305 71
Work at tenders of new coal-engines and snow-plough	345 47
Total	$49,978 04
Cost of 15 new first-class engines, bought of Ross Winans, viz: "Monongahela," "Tamaqua," "Saranac," Susquehanna," "Chippewa," "Colorado," "Narragansett," "Penobscot," "Kennebeck," "Nebraska," "Santee," "Shenandoah," "Cumberland," "Potomac," "Savannah"	150,000 00
Cost of 2 new first-class engines, bought of Norris & Son, viz: "Auburn," "Elmira"	21,000 00
Cost of 108 coal-cars, bought of Dauphin Coal Co.	16,200 00
" 26 eight-wheel house-cars, bought of Bingham & Dock	13,215 47
" 16 four- " " "	
" 10 eight- " " bought of Harrisburg Car Co.,	6,250 00
	$256,643 51

NEW STONE BRIDGES.

Details of Expenditures for the year ending November 30, 1854.

Items.	Am't.
Falls bridge	$32,043 29
Peacock's lock bridge	33,603 43
Fourth crossing bridge	4,494 67
Black Rock arches	2,702 53
Total	$72,843 92

NEW WHARVES.

Details of Expenditures for the year ending November 30, 1854.

Items.	Am't.
Dredging	$11,383 30
Grading and filling	2,589 04
Coffer-dams and excavations	1,491 26
Piers	14,422 40
Masonry	2,527 13
Shutes	7,767 19
Trestling	9,586 72
Tracks and switches	6,220 18
Planking	10,247 50
Hauling account	792 70
New offices	1,534 53
Scales	1,625 00
Superintendence	681 50
Grading and paving Bank Street, Richmond	1,928 33
Sundries	588 50
Total	$73,385 28

DR. *General Account of the Philadelphia and Reading Rail Road Company, November 30, 1854.* CR.

Rail Road		$14,004,269 40			Stock	$5,764,494 56	
Depots		257,100 70			1½ per cent. on Common and Preferred Stock added from Sinking Fund	109,744 41	
Locomotive Engines and Cars		2,535,072 91					5,874,238 97
Real Estate		1,091,791 76			Preferred Stock		1,551,800 00
Telegraph Stock		16,784 00			Sinking Fund Stock	$156,037 44	
			$17,905,018 77		Less divided in Jan 1854,	109,744 41	
Expended in 1854,						46,293 02	
Rail Road, for new sidings, &c.	$47,480 21				Add 1860 5 per ct. converted	24,000 00	70,293 03
New Stone Bridges	72,843 92						7,496,332 00
New Wharves	73,385 28				New Stock, created in lieu of Balance of Dividend Fund expended this year in paying off debts, viz :—		
New Engines and Cars	256,613 51				Dividend of 3 per ct. on Preferred Stock	$46,554 00	
New Depot Expenses	25,142 24				Dividend of 10 per ct. on Common Stock	557,423 90	
		475,495 16			Reserved for Contingencies,	89,362 64	
Sundry Real Estate bought		81,204 71					723,340 54
Telegraph Stock "		2,396 00			Loans :—		
			559,095 87		5 per ct. Bonds, 1836-60, unconvertible,	$01,600 00	
				$18,464,114 64	Bought with Sinking Fund	24,000 00	
							777,600 00
Assets :—					6 " " 1847-56, convertible		10,000 00
Dr. Balance of Capital Account		516,642 10			6 " " 1843-60, unconvertible,		1,572,800 00
Cash	$20,688 21				6 " " 1844-60, convertible		1,032,000 00
Bills Receivable	2,900 50				6 " " 1848-60, convertible		1,205,000 00
Freight and Tolls Bills, receivable 1st week in December, 1854	181,682 39				6 " " 1849-60, convertible		1,152,000 00
	$205,271 10				6 " " 1849-70, and 1850, unconvertible,		3,469,600 00
Less Wages and Materials Bills, &c.	178,215 29						9,219,000 00
		27,055 81			Bonds and Mortgages Real Estate	488,800 00	
Debts due to the Company incurred in current business	54,312 53				" " issued this year,	20,000 00	
Debts due to the Co. partly secured by Real Estate	715,219 44						508,800 00
Less probable loss	248,367 07	466,852 37			Balance of Capital Account carried to Debts and Assets account, viz :—		
		521,164 90			Old Balance unprovided for	700,886 77	
Stocks and Bonds held by the Company		352,945 72			Expended this year	$559,095 87	
Materials on hand, current business					Less Mortgage issued	20,000 00	539,095 87
						1,239,982 64	
					Less paid out of Dividend Fund	723,340 54	
							516,642 10

of the Road, and debts incurred for 1855	326,452 46		
Sinking Fund, 1836-60	526 99		
		1,744,787 98	
Liabilities.			
Bills Payable	1,284,491 00		
Debts due by the Company	39,178 39		
Coupons to 1st Jan. 1855 $230,307 00			
Interest on Real Estate Bonds 7,601 35			
Preferred Stock Dividend, December, 1854 108,626 00			
	346,534 35		
Sinking Fund, Bonds 1849-70	74,584 21		
		1,744,787 98	
			$18,464,114 64

$18,464,114 64

S. BRADFORD, *Treasurer.*

PHILADELPHIA, *January* 8, 1855.

REPORT OF ENGINEER AND SUPERINTENDENT.

John Tucker, Esq., President of the Philadelphia and Reading Rail Road Company.

SIR—

I respectfully submit the following Report, for the year ending November 30, 1854:—

TRANSPORTATION DEPARTMENT.

A reference to the various Statements, from A to O inclusive, made out in usual form, will exhibit the business and operations of this Department for the year.

Every item of expense—wages, fuel, and materials—has increased considerably in value, compared with any previous year, and has necessarily increased the cost of transportation.

The unusually heavy charges to "Repairs of Engines" were, in addition to the cause just stated, further increased by the loss of the main machine shops, at Reading, by fire, on the 8th of January last; depriving us, for some months afterwards, of the usual facilities for this important work, and exposing our mechanics to the disadvantages of out-door work in an inclement winter season.

A fire-proof iron roof now covers the area destroyed by the fire, and facilities for repairing locomotives, greater than ever before possessed, will materially lessen this expense for next season, and for the future.

The cost of this item, in Statement F, includes all rebuilding of locomotives, and additions and alterations of same of every description; as well as all damages caused engines by the fire at the Reading Depot.

The entire practicability of using *anthracite coal* as fuel for locomotives, for long as well as short distances, may now be considered as fully established by our daily experience. Eighty-five per cent. of all our coal transportation, during the past year, has been done by locomotives burning this fuel exclusively, and without experiencing any difficulties beyond the control of the engineer or fireman.

The gradual substitution of coal for wood in more of our engines, and the probable continuance of the recent decline in value of materials and labor, will enable us to secure a marked reduction in the expenses of this Department for the ensuing year.

ROADWAY DEPARTMENT

Has cost, for the past year, $220,209 51—the increase over the expenses of 1853 having been caused by, and proportioned to, the increase of business.

The repairs of West Branch Stone Bridge, injured by a heavy freshet, and the reconstruction of eight small wooden bridges, with the rebuilding of Norristown Water Station, are all included in the above sum.

RENEWAL AND CONSTRUCTION DEPARTMENTS.

Rail Road Iron.

New rail road iron used in year,	2,272.77 tons . .	$156,230 70
Less old iron removed,	1,686.95 " . .	79,226 62
	Net cost of new rails,	$77,004 08

New Tracks.

9.23 miles of new main track have been laid during the year; and 4 99 miles of sidings—at Aramingo, Monocacy, Richmond, Philadelphia, Conshehocken, Swede Furnace, Reading, Port Kennedy, and other way stations—for passing coal trains, and for the increasing business of the road in coal, iron, and other freight.

Buildings, Depots, &c.

A new and commodious Passenger Depot has been erected at Port Clinton, and such grading and alteration of bridge masonry completed, as will allow of a convenient connection with the Little Schuylkill Rail Road at that point, and the necessary accommodation for the large business anticipated from the "Catawissa," "Williamsport and Elmira," and other rail roads connecting with our Road at this station.

A new stable has been built in Philadelphia, for the large force of horses employed in Broad Street; additions have been made to the machine shops at Richmond, and the carpenters' shop at Reading; and new offices, tool houses, paint shops, and storehouses put up at various points.

A new water cistern, with pipes, &c. complete, has been built at Richmond; a pump house at Valley Forge; and a cistern and water-ram at Pottsville.

New Stone Bridges.

At Falls Bridge, both abutments and all the piers are founded, except the centre pier, the coffer dam of which is now in place.

All the piers and abutments of Peacock's Locks Bridge are raised to springing line of the arches; and sufficient progress has been made in both these important structures to warrant the expectation of their stone arches being turned during next season.

New Engines and Cars.

17 first-class locomotives, 15 for coal and 2 for passenger transportation, have been purchased; and 2 engines of same class, for coal transportation, built during the year.

108 four-wheeled wooden coal cars, and 53 freight cars, were purchased; and 51 of the latter, with 4 passenger and 3 baggage cars, built in the Company's workshops in 1854.

New Wharves.

The four new wharves at Richmond mentioned in my last Annual Report, Nos. 15 to 18 inclusive, have been completed, and in full use during the past season.

I am, very respectfully,

Your obedient servant,

G. A. NICOLLS,

Engineer and General Superintendent.

READING, PA., November 30, 1854.

STATEMENT A.

Business of Philadelphia and Reading Rail Road for the Year ending November 30, 1854.

TONNAGE.

Coal transported, tons of 2,240 lbs.	1,987,854
Merchandise transported, tons of 2,000 lbs.	140,801
Materials for use of Road, including earth, gravel, timber, rails, sills, cord-wood, stone, brick, iron, &c. &c., in tons of 2,000 lbs.	187,591
Total tonnage of Road for the year, including weight of passengers, in tons of 2,000 lbs.	2,582,563
Total amount of Coal transported to date, tons of 2,240 lbs.	14,610,236
Total tonnage of Road to date, tons of 2,000 lbs.	19,144,275

PASSENGER TRAVEL.

Total number of passengers during year	266,631
Total number of miles travelled by same	9,680,292
Equal to in through passengers over whole length of Road	105,219
Total number of passengers transported to date	1,704,643

RECEIPTS OF ROAD.

From freight and tolls on coal	$3,253,822 78
do. freight on merchandise	231,626 69
do. passenger travel	272,367 94
do. transportation of U. S. Mail, express car, and other sources	23,822 50
Total receipts,	$3,781,639 91

Business of Philadelphia Branch Road between Philadelphia and the Schuylkill Viaduct for Year.

Tonnage, stone, beer, &c., tons of 2,000 lbs.	13,549
Passengers, total number	34,507

RECEIPTS.

From passengers	$2,070 20
do. freight	1,480 72
do. bridge tolls	582 08
	$4,133 00

STATEMENT B.

Expenses of Transportation Department for the Year ending November 30, 1854.

RUNNING ACCOUNT.

Wages of all engineers, conductors, firemen, brakemen, &c.	$183,169 24	
Wood, 31,544 cords	110,538 44	
Loading, unloading, and cutting wood	33,432 13	
Oil, 45,330 gallons	41,838 61	
Tallow, lard, grease, and cotton waste	14,024 30	
Tolls paid Norristown and City Rail Roads, and expenses in Broad Street	6,365 45	
Coal fuel for locomotive engines	122,141 90	
Rents and expenses paid for use of Magnetic Telegraph	3,100 00	
Sundries	7,910 93	
		$522,521 00

WORKSHOP ACCOUNT.

Wages of all machinists, blacksmiths, carpenters, and mechanics	250,486 73	
Bar iron, steel, blooms, &c.	63,099 64	
Iron castings	17,420 63	
Copper, spelter, tin, lead, &c.	20,872 93	
Timber and lumber	35,931 71	
Anthracite coal, for shops, &c.	14,128 67	
Bituminous " "	3,828 42	
Hardware, files, tools, paints, &c.	28,498 33	
Wheels for cars, engines, and tenders	26,622 18	
Axles " " "	17,065 83	
Tires for engines	7,414 50	
Patent rights	2,500 00	
Sundries	5,275 60	
		493,145 17
Amount carried forward,		$1,015,666 17

Amount brought forward,		$1,015,566 17
DEPOT ACCOUNT.		
Wages of all hands	$30,376 25	
Wages of all watchmen . . .	12,447 06	
Pumping water, coal, materials, horse feed, and sundry expenses	9,811 40	
		52,634 71
SUPERINTENDENCE ACCOUNT.		
Salaries of all officers, clerks, and agents .		37,628 27
OFFICE ACCOUNT.		
Stationery, printing, advertising, fuel, furniture, and sundries . . .		6,584 77
LATERAL ROADS EXPENSES.		
Salaries of agents, use of engines, &c. .		4,626 09
		$1,117,140 01

STATEMENT C.

Division of Expenses of Transportation Department for 1854.

		Average Rate.	
Transportation of Coal from Coal Region to Richmond, Philadelphia, and other points, Statement H	1,987,854	41.06	$816,275 89
Transportation of Merchandise, between Pottsville, Reading, Philadelphia, and other points, Statement L . . .	140,801	81.7	115,087 22
Transportation of Through Passengers between Pottsville and Philadelphia, Statement K	105,219	74.2	78,050 24
Expenses of Transportation of Coal over Philadelphia Branch, and Norristown Rail Roads, and in Philadelphia . .			14,811 45
Superintendence, including salaries of all officers, clerks, &c.			37,628 27
Wages of all Watchmen at Wharves, Depots, and Switches			12,447 06
Expenses of Delivering Coal and Merchandise, and hauling Cars for all purposes at Reading and other Depots . .			13,016 00
Office Expenses, Stationery, Printing, Fuel, &c.			6,584 77
Rent and Expenses of Magnetic Telegraph			3,100 00
Paid for Patent Rights			2,500 00
Salaries of Agents, and Expenses on Lateral Roads in Coal Region . . .			4,626 09
Sundry Expenses, Express Engines, alterations of Engines for use of Anthracite Coal, Extra Trains, &c. . . .			13,013 02
			$1,117,140 01

STATEMENT D.

Number of Engines and Cars, and Running Machinery upon the Philadelphia and Reading Rail Road, November 30, 1854.

LOCOMOTIVE ENGINES.

98	First Class Engines.
16	Second " "
4	Third " "
3	Fourth " "
121	Total.

COAL CARS.

1	Eight-wheeled Iron Coal Car.
215	" Wooden Coal Cars.
2,980	Four-wheeled Iron Coal Cars.
1,693	" Wooden Coal Cars.
4,889*	Total.

CARS FOR FREIGHT AND GENERAL USE.

105	Eight-wheeled Covered House Cars.
47	" Box Cars.
105	" Open Platform Cars.
186	Four-wheeled Covered House Cars.
371	" Open Platform, Box, and Dumping Cars.
814	Total.

PASSENGER CARS.

34	Eight-wheeled Passenger Cars.
8	" Baggage Cars.
3	" Mail and Express Cars.
45	Total.

In addition to the above, the Company own:—

2 Small Passenger Cars for use of Road.
11 Stationary Engines, from 5 to 60 horse-power, for driving machinery.
12 Steam and Water-power Engines, for pumping at water stations, sawing wood, &c.
3 Portable Wood Cutting Steam Engines, at Port Carbon, Port Clinton, and Richmond.
7 Snow Ploughs.
1 Dredging Machine.
35 Carts, Wagons, and Drays, for hauling Wood, Coal, and Merchandise.
72 Horses, for hauling in Philadelphia, Richmond, and elsewhere.

* 108 Coal Cars were purchased, and 3 altered into Freight Cars during year.

STATEMENT E.

Table of Names, Weights, Makers, Condition and present Duty of all Locomotive Engines owned by the Philadelphia and Reading Rail Road Company, November 30, 1854.

Names.	Class.	Weight.	Maker.	When first ran.	Miles Ran. Past Year.	Miles Ran. To al to Date.	Condition and Duty.
Atlas	1st.	27.0	Baldwin, Philadelphia.	April 1846	20 633	141,225	At work, Falls Grade.
Hercules	"	27.0	do do	" "	18.607	127,006	do do
Texas	"	22.5	do do	" "	18,779	158 649	do Philadelphia Branch Road.
Kentucky	"	22 5	do do	" "	13.521	148,098	do on Lateral Roads.
Princeton	"	22.5	do do	May "	13,177	156.198	In shop, under repair.
Montezuma	"	22 5	do do	July "	11.983	153.848	At Reading, in order.
Amazon	"	22.5	do do	May "	10 505	155.332	do do
Warrior	"	22.5	do do	" "	14,780	157.570	At work, in Coal Trade.
Florida	"	22 5	do do	July "	12.112	146.536	do do
Empire	"	22 5	do do	May "	13.170	166,456	do Freight Train.
Pocahontas	"	22.5	do do	June "	12.235	153,401	do Coal Trade.
Yorktown	"	22 5	do do	" "	10.249	154.786	At Reading, in order.
Alabama	"	20.0	do do	April "	18,489	156,986	At work, Freight Train.
Indiana	"	21.9	do do	" "	16.387	153,113	do do
Washington	"	22.0	do do	June "	25.402	152.174	do do
Rio Grande	"	20.1	do do	July "	16.429	148.230	do do
United States	"	18.6	do do	" 1844	14.481	167.569	do Wood Train.
New England	"	19.7	do do	" "	10,846	172,531	do Lateral Roads.
New York	"	19.1	do do	Aug. "	11,313	171,779	do Roadway Department.
Ontario	"	19.1	do do	" "	11,786	182.745	do Schuylkill Haven.
Virginia	"	19.1	do do	Sept. "	17,143	175.182	do Roadway Department.
Niagara	"	19.6	do do	April 1845	13.810	161,745	In shop, under repair.
Pacific	"	19 5	do do	" "	8.475	152,399	At work, Richmond Wharves.
Independence	"	19 5	do do	May "	13.879	168.665	In shop, under repair.
Oregon	"	19.5	do do	" "	8.582	150,622	At work, Wood Train.
St. Lawrence	"	19 5	do do	June "	10,396	155.248	In shop, under repair.
Constitution	"	19.5	do do	" "	10,178	137,112	At work, Wood Train.
Champlain	"	20.1	do do	Sept. "	11,707	152.084	do Richmond Wharves.
Hudson	"	21.2	do do	Oct. 1844	17,206	169.732	do Coal Trade.
Dauphin	"	23.7	do do	" 1850	15,316	80,525	do Lateral Roads.
Baltic	"	22.9	do do	" "	16.692	79 268	do Reading Depot.
Perry	"	23.8	do do	" "	9,075	76,783	do Richmond.
Seminole	2d	13.1	do do	Feb. 1840		173,657	Used for Pumping.
33 in all.			Made by Baldwin, Philadelphia.				
Baltimore	1st.	28.0	Ross Winans, Baltimore.	June 1847	14 753	114 468	In shop, under repair.
Maryland	"	28 0	do do	Sept. "	14,219	104,017	At work, Coal Trade.

Delaware	1st	28.0	Ross Winans, Baltimore.						
Ohio	"	28.0	do	do					
Patapsco	"	24.6	do	do					
Minnesota	"	22 5	do	do					
Georgia	"	24.1	do	do					
Louisiana	"	23.9	do	do					
Iowa	"	25.4	do	do					
Wisconsin	"	25.2	do	do					
New Jersey	"	25.5	do	do					
Mississippi	"	26.5	do	do					
Connecticut	"	26 5	do	do					
New Hampshire	"	26 5	do	do					
Utah	"	26 2	do	do					
Chippeway	"	27.0	do	do					
Monongahela	"	27.0	do	do					
Tamaqua	"	27.0	do	do					
Saranac	"	27.0	do	do					
Susquehanna	"	27.0	do	do					
Colorada	"	27.0	do	do					
Narragansett	"	27 0	do	do					
Penobscot	"	27.0	do	do					
Kennebeck	"	27.0	do	do					
Nebraska	"	27.0	do	do					
Santee	"	27.0	do	do					
Shenandoah	"	27.0	do	do					
Cumberland	"	27.0	do	do					
Potomac	"	27.0	do	do					
Savannah	"	27.0	do	do					
30 in all.			Made by Ross Winans, Baltimore.						
Mohawk	1st	20.7	Norris, Schenectady.						
Genesee	"	20.5	do	do					
2 in all.			Made by Norris, Schenectady.						
Octorara	1st	27.9	Reading Rail Road Company.						
Metamora	"	27.9	do	do					
Aramingo	"	27.9	do	do					
Wissahickon	"	27.9	do	do					
Camanche	"	27.9	do	do					
Seneca	"	27.9	do	do					
Tecumseh	"	27 9	do	do					
Alleghany	"	23.9	do	do					
Wyomissing	"	26.9	do	do					
Pawnee	"	26.9	do	do					
Swatara	"	26 9	do	do					
Perkiomen	"	26.9	do	do					
Tennessee	"	26.9	do	do					
Powhattan	"	26.9	do	do					
Sept.	1847	10,886	110,452	At work, Coal Trade.					
"	"	15,702	114,594	do	do				
Oct.	1850	18,829	78,226	do	do				
Nov.	"	10,496	61,269	do	do				
Oct.	"	15,573	78,592	In shop, under repair.					
Nov.	"	20,707	79,439	At work, Coal Trade.					
Oct.	1851	15,432	56,446	do	do				
Nov.	"	16.261	54.046	do	do				
March	1852	20.368	59,989	do	do				
May	"	24.125	60,956	In shop, under repair.					
"	"	17.003	49,910	At work, Coal Trade.					
June	"	26.128	57,832	do	do				
"	"	24.047	55,183	do	do				
April	1854	16.098	16,098	do	do				
March	"	20,818	20,818	do	do				
"	"	20,465	20,465	do	do				
"	"	17,515	17.515	do	do				
April	"	17.748	17.748	do	do				
"	"	15,004	15,004	do	do				
"	"	16,819	16,819	do	do				
May	"	13.982	13 982	do	do				
"	"	14.494	14,494	do	do				
"	"	13.451	13.451	do	do				
"	"	12,161	12 161	In shop, under repair.					
June	"	13.814	13,814	At work, Coal Trade.					
"	"	13,148	13.148	do	do				
"	"	11,098	11.098	do	do				
"	"	10,825	10,825	do	do				
Oct.	1850	21,775	84.252	At Reading, in order.					
"	"	25,205	84,060	At work, Passenger Train.					
May	1853	23.068	37.852	At work, Coal Trade.					
June	"	26,632	41,053	do	do				
July	"	25.505	36,290	do	do				
Aug.	"	24,623	33,591	do	do				
Sept.	"	24.161	30,997	do	do				
Oct.	"	29,780	32,655	do	do				
Nov.	"	26,800	26,837	do	do				
Nov.	1851	16,453	52,050	do	do				
July	1852	13 030	42 630	do	do				
Aug.	"	14,760	45,601	do	do				
"	"	18.189	46,532	do	do				
Sept.	"	13.444	43,499	do	do				
Nov.	"	18,368	44.108	do	do				
"	"	15,887	42,227	do	do				

STATEMENT E—*continued.*

Names.	Class.	Weight.	Maker.	When first ran.	Miles Ran. Past Year.	Miles Ran. Total to Date.	Condition and Duty.
Sciota	1st	27 9	Reading Rail Road Company.	Nov. 1854	2,483	2,483	At work, Coal Trade.
Wabash	"	27.9	do do	" "			At Reading, in order.
Illinois	"	27.9	do do	May 1852	21 947	57.980	At work, Passenger Train.
Michigan	"	29.6	do do	June "	23 544	60.389	do do
Wyoming	"	19.6	do do	Feb. 1847	11,530	108,926	do Lateral Roads.
Palo Alto	"	20.8	do do	May "	18,620	128,904	do do
Monterey	"	19 9	do do	June "	10,496	110,808	do do
Sanatoga	"	19.2	Rebuilt by do	June 1842	10,696	143,119	do Schuylkill Haven.
Mahanoy	"	20.2	do do	May "	10.309	155.393	do Lateral Roads.
Atlantic	"	20.1	do do	Aug. 1844	11,356	146,724	In shop, under repair.
Philadelphia	"	20 2	do do	Sept. 1851	10,014	13.813	At work, Lateral Roads.
California	"	21.5	do do	May 1848	5,859	101.165	In shop, under repair.
Chesapeake	"	20.0	do do	March 1847	10,529	96.959	do do
Reading	2d	16 2	do do	Oct. 1842	11.002	175,727	At work, Roadway Department.
Schuylkill	"	14.7	do do	July 1843	8.199	114,957	do Richmond Wharves.
Osceola	"	14 8	do do	Aug. "	8.180	107,941	do do
Huron	"	14.8	do do	" "	5,285	105.605	do do
Erie	"	14.8	do do	" "	5.733	116.566	do do
Ontalaunee	"	14 6	do do	July "	7,854	117,197	do do
Buena Vista	"	19 1	Reading do	April 1848	10,126	101.858	do Valley Passenger Train.
Vera Cruz	"	18.9	do do	" "	7 524	144.161	At Reading, in order.
Antelope	3d	9 3	Rebuilt by do	June 1838	19.248	176.024	At work, Roadway Department.
Stag	4th	14 6	Reading do	Feb. 1851	14.462	57.285	do do
Ariel	"	5 5	do do	Feb. 1846	9.621	104.664	At Reading, in order
Witch	"	5.2	do do	Oct. 1847	8,181	78,639	At work, Lateral Roads.
39 in all.			Built and Rebuilt by Reading Rail Road Company.				
Maine	1st	21.3	Boston Locomotive Works.	July 1849	10,538	108,077	In order, Wreck Train.
Carolina	1st	18.8	New Castle Company.	April 1846	12,257	107.471	At work, Lateral Roads.
Missouri	"	18.8	do do	Aug. "	13,969	124.274	do do
Columbus	"	18 5	do do	April 1844		87.334	Out of use at present.
Tuscarora	2d	11.8	do do	Nov. 1842	3,380	99,728	Rebuilding, Reading Shop.
Pennsylvania	"	11.4	do do	April 1843	494	97,486	Out of use at present.
5 in all.			Made by New Castle Company.				
Auburn	1st	26.4	Norris, Philadelphia.	July 1854	10,774	10,774	In shop, under repair.
Elmira	"	26.3	do do	" "	11,156	11,156	At work, Passenger Train.
Manatawny	2d	13.8	do do	Oct. 1842	18.211	208.965	In shop, under repair.
America	"	13.4	do do	" "	12,734	185,736	At work, Philadelphia Branch Road.
4 in all.			Made by Norris, Philadelphia.				

Conestoga	2d	11.8	Locks and Canals Company, Lowell.	May	1843		96.724	At work, Lateral Roads.
Shamokin	"	11.8	do do	"	"	5,397	102,904	do do
2 in all.			Made by Locks and Canals Company, Lowell.					
Engineer	3d	8.8	Braithwaite & Co., London.	May	1838	5,328	167.180	At work, Passenger Train.
Rocket	"	8.4	do do	"	"	2,643	179,412	In order, ready for use.
Planet	"	8.4	do do	Aug.	"	206	165,150	At work, Phœnixville Turnouts.
3 in all.			Made by Braithwaite & Co., London.					
Gowan and Marx	2d	11 0	Eastwick & Harrison, Philadelphia.	Jan.	1840	4,718	117,834	At work, Reading Depot.
Cambridge	1st	25.5	Davenport, Bridges & Kirk, Cambridgeport.	June	1850	13.415	77.845	In shop, under repair.

CONDENSED TABLE,

Showing Condition and Employment of all Engines owned by the Philadelphia and Reading Rail Road Company.

How Employed.	1st Class.	2d Class.	3d Class.	4th Class.	Total.
In daily use, in good order, on Reading or Lateral Roads	77	11	3	2	93
In workshops, under repair	13	2			15
In good order, ready for use	7	1	1	1	10
Out of use, rebuilding, &c.	1	2			3
Total	98	16	4	3	121

STATEMENT F.

Work and Repairs of all Locomotive Engines owned by the Philadelphia and Reading Rail Road Company, for the year ending November 30, 1854.

Miles Ran.

How employed.	Classes.				Total.
	1st.	2d.	3d.	4th.	
Reading Rail Road Transportation Department .	1,313,813	85,833	3,123	14,961	1,417,730
Reading Rail Road Roadway Department . .	22,293	6,923	1,234	14,042	44,492
Reading Rail Road Renewal, &c., Department .	17,664	599	19,341		37,604
Total Reading Rail Road .	1,353,770	93,355	23,698	29,003	1,499,826
On Lateral Roads in Coal Region	146,158	21,431	3,727	3,261	174,577
Total	1,499,928	114,786	27,425	32,264	1,674,403

Total number of tons hauled 1 mile, exclusive of engine and tender 433,295,881

Average weight of loaded Coal trains down, " . 695.5

" " empty Coal trains up, " . 237.3

" " Passenger trains, " . 62.2

All tons of 2,000 lbs.

COST OF REPAIRS OF ENGINES.

Wages of all mechanics	$117,773 54
Materials, iron, steel, brass, &c.	76,929 84
Superintendence, tools, paints, &c.	19,430 34
	$214,133 72

Total number of miles ran by all engines owned and used by Company, from May, 1838, to November 30, 1854 . 14,040,445

Total number of tons hauled 1 mile, between same dates, 3,300,691,920

STATEMENT G.

Cost of Repairs and Renewals of Coal, Freight, and Passenger Cars on the Philadelphia and Reading Rail Road, for the year ending November 30, 1854.

COAL, FREIGHT, AND WOOD CARS.

Wages of all mechanics	$119,016 93
Timber, iron, steel, and all metals	103,633 80
Superintendence, tools, paints, oils, &c.	20,240 98
Total	$242,891 71

COST OF REPAIRS OF PASSENGER CARS.

Wages of mechanics	$6,626 74
Iron, steel, timber, &c.	6,258 60
Superintendence, tools, paints, varnish, &c.	1,840 76
Total	$14,726 10

STATEMENT H.

Items of Cost, in detail, of Hauling Coal, with Anthracite Coal and Wood Fuel, on the Philadelphia and Reading Rail Road, for the year ending November 30, 1854.

Per round trip of 190 miles, from Coal Region to Tidewater, and back with empty cars; transporting average loads of 419 Tons with Coal, and 345 Tons with Wood Engines, respectively—

WITH ANTHRACITE COAL FUEL.

Items of Cost.	No.	Description.	Average Rate.	Amount.
Wages of Engineers	2	Days.	3.00	6 00
" Firemen	2	"	1.75	3 50
" Conductors	2	"	1.60	3 20
" Brakemen	6	"	1.55	9 30
Anthracite Coal for Fuel, including firing up	9.61	Tons.	3.44	33 06
Oil for Engine and Tender, including Lamps	2.68	Galls.	1.20	3 22
Oil and Grease for Cars	419	Tons.	13	5 45
Repairs of Engine and Tenders	190	Miles.	14.4	27 36
" Coal Cars	419	Tons.	10.92	45 81
Supplying Water	16	M. Galls.	6	96
Wood for Kindling	5	Cords.	4.96	2 48
Assistant Engines at Falls Grade	419	Tons.	1.35	5 66
Car Couplers, Timekeepers, Dispatchers, and Turning Crews	419	Tons.	1.58	6 62
Allowance for Engines laying over, Assistant Engines, and all other contingent expenses	419	Tons.	3.16	13 24
				$165 86

Equal to 39.58 cents per Ton.

WITH WOOD FUEL.

Items of Cost.	No.	Description.	Average Rate.	Amount.
Wages of Engineers	2	Days.	2.80	5 60
" Firemen	2	"	1.60	3 20
" Conductors	2	"	1.60	3 20
" Brakemen	6	"	1.55	9 30
Wood for Fuel, including firing up	11.8	Cords.	4.96	58 53
Oil for Engine and Tender	2.01	Galls.	1.20	2 41
Oil and Grease for Cars	345	Tons.	13	4 48
Repairs of Engine and Tender	190	Miles.	12.9	24 51
" Coal Cars	345	Tons.	10.92	37 67
Supplying Water	13	M. Galls.	.06	78
Assistant Engines at Falls Grade	345	Tons.	1.35	4 65
Car Couplers, Timekeepers, Dispatchers, and Turning Crews	345	Tons.	1.58	5 45
Allowance for Engines laying over, Assistant Engines, and all other contingent expenses	345	Tons.	3.16	10 90
				$170 68

Equal to 49.47 cents per Ton.

SUMMARY.

4,036 Trips by Engines using Coal Fuel, @ $165 86 = $669,410 96
860.55 " " Wood " @ 170 68 = 146,864 93

As per Statement C, $816,275 89

Average Tonnage of all Coal Trains, during year 1854, 409 Tons. | Average cost, per Ton, of all Coal transported, $41 06.

STATEMENT K.

Items of Cost, in detail, of running Passenger Trains on the Philadelphia and Reading Rail Road, for the year ending November 30, 1854.

USING WOOD FUEL EXCLUSIVELY, PER DAILY TRIP OF 93 MILES.

Items of Cost.	No.	Description.	Average Rate.	Amount.
Wages of Engineer	1	Day.		2 34
" Fireman	1	"		1 30
" Conductor	1	"		1 80
" Baggage Master	1	"		1 32
" Brakeman	1	"		1 24
Wood for Fuel, including firing up	2.8	Cords.	5.10	14 28
Water used	3	M. Galls.	6	18
Oil for Engine and Tender	0.98	Galls.	1.60	1 57
Oil and Grease for Cars				34
Repairs of Engine	96	Miles.	11.1	10 66
" and Refitting Cars				9 63
Hands at depots, Extra Engines, &c.				3 92
Sundries for Trains				2 50
				$51 08

Equal to, at 68.8 through Passengers per train, 74.2 cents per Passenger.

STATEMENT L.

Items of Cost, in detail, of running Freight Trains on the Philadelphia and Reading Rail Road, for the year ending November 30, 1854.

PER DAILY TRIP OF 92 MILES.

Items of Cost.	No.	Description.	Average Rate.	Amount.
Wages of Engineer	1	Day.		3 00
" Fireman	1	"		1 65
" Conductor	1	"		1 75
" Brakemen	3	"	1.50	4 50
Wood for Fuel, including firing up .	4.42	Cords.	4.96	21 92
Oil and Tallow, for Engine and Tender,				1 43
Oil and Grease for Cars . . .	109.5	Tons.	1.42	1 55
Repairs of Engine and Tender . .	95	Miles.	12.4	11 78
" Cars	109.5	Tons.	16.3	17 91
Depot Hands, and other Depot Expenses,				19 31
Water used	5	M. Galls.	6	30
Renewals of Sundry Articles, Goods damaged, &c.				4 36
				$89 46

Equal to 81.7 cents per Ton.

STATEMENT M.

Cost of Hauling over Philadelphia, Branch, and Norristown Rail Roads, and of Horse Power on Broad Street, Philadelphia, for the year ending November 30, 1854.

Amount paid for Norristown and City Rail Road Tolls . .	$5,765 45
Agents and Sundry Expenses in Philadelphia . . .	600 00
Cost of Engine Hauling Cars, between Falls and Broad Street, Philadelphia	8,446 00
Cost of Horse Power in Broad Street, Philadelphia, including delivery of Merchandise	10,872 47
Total . .	$25,683 92

STATEMENT N.

Points of Supply, and Distribution of Coal, on the Philadelphia and Reading Rail Road, for the year ending November 30, 1854.

Amount of Coal received from various Lateral Rail Roads in Coal Region.

	Tons.
Mount Carbon and Port Carbon Rail Road, at Port Carbon, from Valley and Mill Creek Rail Roads	644,416
Mount Carbon Rail Road at Mount Carbon	118,361
Mine Hill and Schuylkill Haven Rail Road, at Schuylkill Haven,	774,756
Dauphin and Susquehanna Rail Road, at Auburn . . .	68,662
Little Schuylkill Rail Road, at Port Clinton	381,659
Total .	1,987,854

Where delivered on line of Reading Rail Road.

Station or Turnout.	From Pt. Carbon.	From Mt. Carbon.	From Sch. Haven.	From Auburn	From Pt. Clinton	Total.
Port Carbon . .			5,785	10		5,795
Orwigsburg . .	19		5			24
Auburn . . .	14	10	15			39
Port Clinton . .			4			4
Hamburg . .	357		76		47	480
Mohrsville . .	90	79			71	240
Between Mohrsville and Reading	503	485	105		718	1,811
Reading . . .	15,115	3,041	54,488	1,000	562	74,206
Birdsboro' . .	125	79	680			884
Douglassville . .	237	198	239			674
Pottstown . .	5,638	674	3,605	195	396	10,508
Limerick . .	105		276		66	447
Royer's Ford . .	686	30	366			1,082
Phœnixville . .	7,861	48	3,610		33,806	45,325
Valley Forge . .	1,003	9	164		42	1,218
Port Kennedy . .	5,716		711		64	6,491
Norristown . .	8,192	256	8,013	907	8,423	25,791
Rambo's Limekilns .	951	66	349		2,016	3,382
Swede Furnace, below Norristown	7,233		4,261		1,617	13,111
Conshehocken . .	11,151	34	14,869	102	8,855	35,011
Spring Mill . .		10	38		4,816	4,864
Manayunk . .	1,162	85		4		1,251
Falls . . .	3,733	212	10,217	1,693	18,321	34,176
Nicetown and Germantown	5,201	10		323	9,188	14,722
Philadelphia Br'ch Road	1,198		478			1,676
Philadelphia . .	123,357	6,422	76,317	2,630	84,182	292,908
Richmond . .	444,769	106,613	590,085	61,798	208,469	1,411,734
Total, Tons,	644,416	118,361	774,756	68,662	381,659	1,987,854

STATEMENT O.

Distribution of Items, comprising Net Expenses of Transportation and Roadway Departments, for the year ending November 30, 1854, under the heads of Cost of Transporting Coal, Merchandise, and Passengers.

Items of Cost.	Cost of Transporting.			Total Net Expenses.
	Coal.	Merch'dise.	Passengers, Mail, &c.	
Net cost of transporting each, as per Statement C	816,275 89	115,087 22	78,050 24	1,009,413 35
Roadway Expenses	178,840 60	18,058 08	23,310 83	220,209 51
Transportation between Falls and Philadelphia, Watchmen, Lateral Roads, Missing Coal, Superintendence, Office Expenses, and Sundries . . .	96,124 92	7,590 93	13,009 69	116,725 54
	$1,091,241 41	$140,736 23	$114,370 76	$1,346,348 40
Hauling and assorting Cars in Coal Region, and at Richmond	45,976 63	2,535 53	1,892 78	50,404 94
Broad Street Hauling	3,624 16	5,436 23	1,812 08	10,872 47
Contingent Expenses in Philadelphia .	37,904 84			37,904 84
	$1,178,747 04	$148,707 99	$118,075 62	$1,445,530 65

SUMMARY.

Of Total Expenses for Year, Coal . . . is charged with 59.30 cents per Ton.
Do. do. Merchandise do. 105.61 do. do.
Do. do. Through Passengers do. 112.22 do. Passenger.

Comparative Statement of the wear and breakage of rails from 1850 *to* 1854, *inclusive.*

Description of Iron.		Per centage of wear.					Proportion of breakage in 1854.
		1850.	1851.	1852.	1853.	1854.	
English 52 lbs.	light track.	$1\frac{3}{10}$	$2\frac{6}{10}$	$3\frac{2}{10}$	$4\frac{5}{10}$	$7\frac{8}{10}$	1 bar in every 789
" 45 "		$1\frac{4}{10}$	$1\frac{9}{10}$	$2\frac{1}{10}$	$3\frac{6}{10}$	$5\frac{6}{10}$	" " 14,241
" 60 "	heavy track.	$8\frac{3}{10}$	$9\frac{4}{10}$	12	$12\frac{7}{10}$	$18\frac{8}{10}$	" " 143
Phœnix 60 "		$4\frac{8}{10}$	$6\frac{3}{10}$	$5\frac{9}{10}$	$6\frac{3}{10}$	$5\frac{9}{10}$	" " 428
Montour 60 lb.			$1\frac{7}{10}$	$6\frac{1}{10}$	$8\frac{2}{10}$	$5\frac{9}{10}$	" " 297

Statement of Rails removed from Tracks and cost of renewing Iron per Ton carried over the Road.

Years.	Tonnage.	Number of bars removed from the tracks.	In proportion to Tonnage.	Cost of Renewing Iron.	Cost per ton in cts.
1848	1,570,531	4,070	1 bar for 385	20,650 23	1.31
1849	1,429,564	3,352	" " 426	12,536 01	0.88
1850	1,743,680	4,219	" " 413	12,115 07	0.69
1851	2,145,132	5,932	" " 361	25,855 25	1.21
1852	2,122,171	7,327	" " 303	24,954 24	1.17
1853	2,076,197	8,032	" " 233	35,546 59	1.71
1854	2,582,563	11,112	" " 232	67,176 08	2.60

Comparative Statement of the number of Cars broken on the Philadelphia and Reading Rail Road for the years 1848 (*from July* 1, 1848, *to Nov.* 30, 1848), 1849, 1850, 1851, 1852, 1853, *and* 1854.

Cause of Accidents	Broken axle.	Broken wheel.	Broken spring and pedestal.	Broken bumper.	Broken rail.	Bent axle.	Loose wheel.	Rail out of track.	Collision.	Wood falling off trunks.	Brake lever catching sills.	Bottom of car dropping.	Bolt of pulling-bar catching sills.	Cow catcher catching sills.	Running over cattle.	Running over a loose wheel.	Switch wrong.	Roping cars.	Wood car breaking.	Spragging a wheel.	Engine pushing.	Running off tracks.	Rocks sliding on tracks.	Track spreading.	Car off track in passing trains.	Merchandise falling off cars.	Stopping too suddenly.	Switch-rod breaking.	Unknown.	Total number of accidents.	Total number of cars broken.	Number of persons killed.	Injured.	Cows killed.
From July 1, to Nov. 30, 1848	125	46	4	1	5	10	44		45	19	6				56		6	8						1		6			1	58	387	5	5	
Total for the year 1849	223	28	19	5		3	31		23	6	29	11			37		5	5				1		3	15				35	161	489	12	5	
Total for the year 1850	261	2	17	2	1	1	54		49	77	7	3			12	6	1	1	8	1	16	5	5		1				14	152	543	6	5	
Total for the year 1851	219	47	7	16	5	19	24		56	28	18	4			43		22	10						2			3	3	4	168	530	13	9	42
Total for the year 1852	223	40	1	5	1	5	45	4	86	10	6	1	5	2	11		3	11	3			2							3	185	467	20	3	36
Total for the year 1853	219	49	12	4	6	21	16		116	9	10	4			42		6	14			2	4				1	1		5	165	541	24	9	22
Total for the year 1854	191	33	4	3	38	15	53	16	174		57	7			19		16	2					8		12	1	2			185	651	20	13	30

RECAPITULATION.

From July 1, to December 1, 1848, 1 car broken for every 1485 tons of coal carried.

In the year 1849,	"	"	2282	"	"
1850,	"	"	2490	"	"
1851,	"	"	3114	"	"
1852,	"	"	3534	"	"
1853,	"	"	2875	"	"
1854,	"	"	3054	"	"

TABLE,

Showing the Business of the Philadelphia and Reading Rail Road (each item monthly)

for the Year ending November 30, 1854.

	December, 1853.	*January*, 1851.	*February*, 1854.	*March*, 1854.	*April*, 1854.	*May*, 1854.	*June*, 1854.	*July*, 1851.	*August*, 1851.	*September*, 1851.	*October*, 1854.	*November*, 1851.	TOTALS.
Travel	20,176 50	17,039 60	13,565 37	19,373 54	20,755 37	24,187 17	23,289 58	26,079 05	27,430 06	28,453 99	28,914 20	23,103 51	272,367 94
Freight on Goods	16,530 58	17,926 92	16,923 14	19,482 28	18,109 19	19,937 48	15,913 31	14,929 97	20,117 31	21,726 56	24,362 51	25,667 44	231,626 69
Tolls on Coal	184,420 05	106,770 83	113,809 89	187,722 32	236,861 91	273,270 77	260,923 49	347,343 66	455,597 68	433,867 72	307,333 69	345,900 77	3,253,822 78
United States Mail	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	14,218 00
Miscellaneous Receipts	620 95	1,038 30	628 54	771 85	780 66	01 34	724 42	636 71	1,015 50	849 16	860 75	876 32	9,604 50
	$ 222.932 91	113,960 48	146,111 78	228,534 82	277,691 96	319,381 60	302,035 63	390,174 22	505,345 39	486,082 26	362,655 98	396,732 88	3,781,639 91
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Coal Tonnage	117,198 3/20	69,137 4/20	78,893 1/20	142,892 8/20	170,147 10/20	199,258	190,761 9/20	207,473 4/20	236,857 13/20	226,276 13/20	163,475 19/20	185,482 18/20	1,987,854 7/20

DR. *"Iron Foundry," Reading Depot, in account with Philadelphia and Reading Rail Road Co.* CR.

1854.					1854.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz:—				Nov. 30.	By Sundries made during Year, viz:—			
					"	5,024 Car, Tender, and Truck Wheels . .	2,268,038 lbs.		
"	To Wages of all Founders, Moulders, Laborers, Carpenters at Flasks, &c., for year . .			22,036 19	"	267 Engine driving do.	260,692 "		
					"	13,385 Chairs for Tracks,	358,464 "		
					"	522 Frogs " "	201,036 "		
"	Pig Metal . . .	1,025.85	Tons.	44,372 98	"	All other Castings for Engines, Cars, and Tracks . . .	2,487,450 "		
"	Scrap Castings . .	1,553.48	"	39,148 08					
"	Anthracite Coal . .	934	"	2,664 25			5,575,680 lbs.	2½ cts.	$139,392 00
"	Wrought Iron and Steel,	.59	"	70 68					
"	Iron Castings . .	7.10	"	318 92	"	Pig Iron, made . .	40.4 Tons.		1,311 65
"	Timber and Lumber .	3.425	Feet.	68 65					
"	Hardware . . .			118 87					
"	Firebrick, Sand, Clay, &c.			250 64					
"	Files and Tools . .			48 45					
"	Paints and Oils . .			25 47					
"	Ropes used . . .			25 70					
"	Flour, Leather, Charcoal, and Sundries .			411 05					
"	Cost of Hauling and Handling all Materials,			2,911 50					
				112,471 43					
"	Balance . . .			28,232 22					
				$140,703 65					$140,703 65

By Balance, being difference between Cost to Company and Market Value of Product of Iron Foundry for Year $28,232 22

DR. *"Brass Foundry," Reading Depot, in account with Philadelphia and Reading Rail Road Co.* CR.

1854.					1854.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz:—				Nov. 30.	By Sundries, made during year, viz:—			
"	Wages of Brass Founder, and all assistants for year			2,118 45	"	4,567 White Metal Boxes for Iron and Wooden Coal and other Cars .	10,460 lbs.		
"	Scrap Copper, Brass, Zinc, &c. . . .	34.99	Tons.	8,693 28	"	All other White Metal Castings . . .	35,067 "		
"	New Copper, Zinc, &c.,	57,884	lbs.	17,624 68			45,527 lbs.	18 cts.	8,194 86
"	Anthracite Coal . .	68	Tons.	207 50					
"	Hardware, Files, &c. .			31 18	"	1,862 Brass Boxes for Cars, &c. . . .	25,717 lbs.		
"	Black Lead Pots, Paints, &c.			103 00	"	All other Brass Castings,	56,024 "		
"	Iron Castings . .	.25	Tons.	13 04			81,741 lbs.	30 cts.	24,522 30
"	Wrought Iron, Steel, and Boiler Iron . .	.06	"	9 69					
"	Timber and Lumber .	323	Feet.	6 46					
"	Firebrick, Lime, &c. .			43 20					
"	Cost of Hauling and Handling all Materials,			124 87					
				28,975 35					
"	Balance . . .			3,741 81					
				$32,717 16					$32,717 16

By Balance, being difference between Cost to Company and Market Value of Product of Brass Foundry for Year . $3,741 81

DR. *"Steam Tilt-Hammer Shop," Reading Depot, in account with Philad. and Reading Rail Road Co.* CR.

1854.						1854.					
Nov. 30.	To Sundries, being total expenses of every description for 12 months ending this date, viz:—					Nov. 30.	By Sundries, being total produce of Shop for year ending this date, viz:—				
"	Wages of Heaters, Hammermen, and all Mechanics & Laborers for year,			$11,452	99	"	254.21 Tons of Bar Iron, hammered to Pattern sizes, as Engine Frames, Brake Levers, Coupling Hooks, Truck Frames, Pedestals, &c. . .		$95	$24,149	95
"	Scrap Wrought Iron used,	461.23	Tons.	15,496	28	"	1,940 Car, Tender, and Truck Axles . . .	514,761 lbs.	5½ cts.	28,311	85
"	Anthracite Coal used .	1,866	"	5,295	25	"	82 Engine Axles . .	49,477 "	6 cts.	2,968	62
"	Iron Castings used .	30.73	"	1,377	14	"	108 Engine Tires, hooped, ready for use . .	67,419 "	12½ cts.	8,427	37
"	Wrought Iron, Steel, and Blooms	150.93	"	9,658	22	"	40 Tire Bars made . .	25,600 "	6 cts.	1,536	00
"	Timber and Lumber .	16,638	Feet.	310	60	"	23.44 Tons Scrap Castings,			592	42
"	Files and Tools . .			4	55	"	.03 Tons Scrap Wrought Iron			1	12
"	Old Rail Road Iron .	52.76	Tons.	2,868	60	"	86 lbs. Old Copper . .		15 cts.	12	90
"	Oil	93	Gals.	96	75						
"	Firebrick, Sand, Lime, &c.			845	55						
"	Black Lead, Ropes, Packing Yarn, &c. . .			118	68						
"	Copper, Brass, &c. . .	203	lbs.	48	10						
"	Scrap Steel, &c. . .	11.38	Tons.	382	72						
"	Bituminous Coal . .	12	Bush.	3	24						
"	Hardware . . .			25	75						
"	Tallow, Cotton Waste, &c.,			53	90						
"	Cost of Hauling and Handling all Materials . .			2,046	00						
				50,084	32						
"	Balance			15,915	91						
				$66,000	23					$66,000	23

By Balance, being difference between Cost to Company and Market Value of Product of Steam Tilt-Hammer Shop for Year . . $15,915 91

Condensed Table, showing the principal items of Revenue, Expense, and Working of the Philadelphia and Reading Rail Road, from January 1, 1843, to November 30, 1854.

Year ending Nov. 30.	Gross Receipts.				Total Expenses.				Tonnage.			
	Coal.	Passengers.	Merchandise.	Total.	Transportation department.	Roadway department.	Dumpage.	Total.	Tons coal.	Tons merchandise.	Tons materials.	Total.
	$	$	$	$	$	$	$	$	2,240 lbs.	2,000 lbs.	2,000 lbs.	2,000 lbs.
1843	278.840	71.895	37.927	394.318	164 549	50.374		214.923	218,711	17 534	54,787	322,125
1844	445 509	92 362	49.293	597.613	244.149	85.293		329.442	421,985	20.472	160,138	659.299
1845	886.939	103.411	60.588	1,060.381	385.492	121.228	51.095	557,815	814,279	26,039	102,408	1,046.812
1846	1.600 667	141.749	137.584	1.889.714	620.682	142.968	69,360	833,010	1,188.258	74.971	101,471	1.515.473
1847	1,698.664	156.201	136,220	2 002.946	836.077	132 780	75 827	1 044,685	1,360.681	71.718	165.493	1,770,916
1848	1,386 605	174 959	117,458	1,692,556	800.285	143.384	88.194	1,031,863	1,235.044	58,123	118,676	1,429.564
1849	1.648.900	155.908	106 347	1.933.590	666 957	140 990	75 536	883.483	1,097.762	51 204	145.503	1,429.564
1850	2.071.731	148.379	125 822	2,360.786	722.533	154.780	89.743	967 056	1.351.507	63.625	157.450	1,743.680
1851	2 018 871	152.432	123.672	2 294 975	787.484	160 569	98,842	1,046.895	1,650,270	63.807	219,731	2.145 132
1852	2.150.677	168.430	138 964	2.480.626	785.257	202 132	98.351	1 085.740	1,650.912	75,769	181.217	2,122.171
1853	2.254,694	225 763	180,612	2.688.288	782 213	178.480	87.470	1,048.163	1.582.248	107.853	174.161	2.076.197
1854	3.253,823	272,368	231,627	3,781.640	1,117.140	220,210	105.125	1,442,475	1.987.854	140 801	187,591	2 582.563

Yearending Nov. 30.	Passengers.		Cost of transp'tation.			Locomotive engines.				Coal & freight cars.		Passenger cars.		State road cost.	R. R. bars used in repairs	Wood used, cords.	Coal used, tons.	Oil used, galls.	No. miles.	
	Total number.	Equal to through.	Coal per ton.	Md'se per ton.	Pass'ger through each.	Total.	Miles ran.	Aver. of coal trains.	Cost of repairs	Total number.	Cost of repairs.	Total number.	Cost of repairs						Main track open.	Double track.
	No.	No.	Cts.	Cts.	Cts.	No.	Miles.	Tons.	$	No.	$	No.	$	$	Tons.	Cords.	Tons.	Galls.	Miles.	Miles.
1843	56 554	26.424	46.00	66.5	38.7	39	393.192	162	13,224	1.800	14,319	14	903	14.472	2	15.555		5.797	95	10
1844	66 503	33.979	41.08	64.7	37.3	47	613,041	194	27.733	2,731	38.663	14	3,108	22.087	26	24.148		12,149	95	92
1845	63.719	33.146	37.01	75.7	43.1	54	810.285	295	29,941	3.444	48,775	14	4,112	25.869	56.6	43.218		24.684	95	93
1846	88.641	45,155	38.89	75.6	44.4	72	1,014 102	360	47.232	5.075	77.287	14	5,109	39.545	235	68.006		45.672	95	95
1847	97.463	49.604	45.84	85.9	47.2	77	1.184.272	354	74.916	5,108	119,680	16	6,427	50.374	312.2	90.717		40 565	95	95
1848	105 720	55.509	45.05	93.9	56.7	84	1,136 572	377	92 430	5.086	137 930	22	8.396	52.482	666.2	66.686		43.761	95	95
1849	95 577	49 097	43.62	82.4	66.5	86	1.047.014	372	80 764	5.086	140.763	22	6.326	38,458	521.8	50.264		28.561	95	95
1850	92.726	46 041	40.69	67.3	73.7	92	1,233.144	372	76.245	5.117	163.780	20	7,880	40 313	670.7	53.997	4 345	42.845	95	95
1851	127.590	57 593	38.54	69.2	69.9	89	1,461.772	368	97,750	5.136	153 771	28	8,445	17,587	1.045.1	61.222	9.663	44.062	95	95
1852	155 164	69.579	35.36	77.5	86 8	103	1,517 931	366	99 027	5.241	160.436	30	11.638	17,198	1.319.8	52.990	15.963	37.083	98	98
1853	211 819	92 657	35 07	76 8	62 9	103	1.466.894	384	119.696	5.476	155.531	38	8.088	21,191	1.571.5	38.376	24.971	33.456	98	98
1854	266,631	105.219	41.06	81.7	74.2	121	1.674.403	409	214.134	5.703	242.892	45	14 726	25,684	2 121.6	31,544	40.178	45,330	98	98

Statement of Materials on hand November 30, 1854.

	Items.	Quantity.	Descrip.	Value.	Total value.
Wood		8,516	Cords		$28,590 00
Oil		3,483	Galls.		3,255 64
Tallow, Lard, &c.	Tallow, &c.	15,506	lbs.	1,773 31	
	Cot. Waste	3,976	"	318 86	
					2,092 17
Anthracite Coal		813	Tons		2,439 00
Bituminous Coal		13,117	Bush.		2,626 04
Wrought Iron and Steel	Bar Iron	272.39	Tons	24,143 32	
	Boiler & Sheet	97.86	"	12,162 10	
	Steel	7.19	"	1,324 07	
					37,629 49
Pig Iron		47.90	"		968 77
Iron Castings		155.89	"		7,410 46
Axles	Car	641	No.	6,307 00	
	Engine	56	"	1,680 00	
					7,987 00
Engine Tires	New	147	"	5,880 00	
	Bar	32	"	960 00	
					6,840 00
Copper and other metals	Copper	9,162	lbs.	3,389 94	
	Brass	25,653	"	6,413 25	
	Lead	2,524	"	189 30	
	Ant. Tin, &c.	8,300	"	1,549 44	
					11,541 93
Engine Gearing	Eng. Gearing		$	19,743 66	
	" Springs	54	No.	432 00	
	" Tubes		"	2,813 38	
					22,989 04
Car Gearing	Car Gearing		$	27,563 18	
	" Springs	631	No.	2,524 00	
					30,087 18
Files and Tools			$		23,642 13
Hardware			"		4,355 46
Paints and Oils			"		1,005 49
Timber and Lumber		2,468,986	Ft. B. M.		38,374 53
Wheels		928	No.		8,116 00
Rail Road Iron, New		61.52	Tons		3,873 98
Chairs, Frogs, and Spikes		85.13	"		2,454 30
Sills		11,207	No.		3,732 04
Scrap Wrought Iron		106.06	Tons		3,551 68
Old Rail Road Iron		281.10	"		11,324 25
Scrap Cast Iron		167.59	"		4,189 75
Scrap Steel and other Metals		20.40	"		2,921 86
Horse Feed and Stable Furniture			$		1,359 79
Sundries, Ropes, Blocks, &c.			"		1,937 20
Stone, Lime, &c.			"		6.782 27
Workshop Materials			"		8,777 05
			Total value of Materials on hand		$290,854 50

ANTHRACITE COAL TRADE OF THE UNITED STATES.

The following Table exhibits the quantity of Anthracite Coal sent to market from the different regions in Pennsylvania from the commencement of the Trade, in 1820, *to* 1854 *inclusive; together with the Annual Increase, &c., and the Importations of Foreign Bituminous Coal.*

SCHUYLKILL.					LEHIGH.	LACKAWANA.		OTHER REGIONS.				Aggregate.	Annual Increase.	Consumption.	Sold on line of Schuylkill.	Import. of Foreign Coal.
Canal.	Railroad.	Total.	Pinegrove.	Little Sch'kill.	Total.	Del. and Hud. C. C.	Penna. Coal Co.	Wilkesbarre.	Shamokin.	Lykens Valley.	Daup'n Co.					
					365							365				22,122
					1,073							1,073				34,523
1,480		1,480			2,240							3,720				30,433
1,128		1,128			5,823							7,101				7,228
1,567		1,567			9,541							11,108				25,645
6,500		6,500			28,393							34,893	25,352			35,665
16,767		16,767			31,280							48,047	13,154			40,257
31,360		31,360			32,074							63,434	15,837			32,302
47,284		47,284			30,232							77,516	14,082		3,154	45,393
79,973		79,973			25,110	7,000						112,083	34,567		3,332	58,136
89,984		89,984			41,750	43,000						174,734	62,651		5,321	36,509
81,854		81,854			40,966	54,000						176,820	2,086	177,000	6,150	72,975
209,271		209,271		14,000	75,000	84,600						363,871	187,051	298,871	10,048	92,432
252,971		252,971		40,000	123,000	111,777						487,748	123,877	434,980	13,429	71,626
226,692		226,692		31,000	106,244	43,700						376,636	*decrease.*	415,186	19,429	49,969
339,508		339,508		41,000	131,250	90,090						560,758	184,122	635,935	18,571	108,432
432,045		432,045		35,000	148,211	103,861						682,428	121,670	632,428	17,863	153,450
523,152		523,152	17,000	31,000	223,902	115,387						881,476	199,048	680,441	21,749	129,083
433,875		433,875	13,000	13,000	213,615	78,207						739,293	*decrease.*	788,968	28,775	181,551
442,608		442,608	20,539	9,000	221,025	122,300			11,930			819,327	80,034	867,000	30,390	162,867
452,291		452,291	23,860	20,000	225,318	148,470			15,505			865,414	46,087	973,136	28,924	155,394
584,692	850	581,682	17,653	40,000	143,037	192,270			21,463			958,899	93,485	958,899	41,223	141,521
491,602	49,902	540,592	32,381	37,000	272,546	205,253		47,346	10,009			1,108,001	149,102	1,158,001	40,584	41,163
447,058	230,254	677,295	22,905	31,000	267,793	227,605		58,000	10,000			1,263,539	155,538	1,263,539	34,619	87,073
398,887	441,491	839,931	34,916	57,000	377,002	251,005		114,916	13,087			1,631,669	368,130	1,631,669	60,000	85,776
263,587	820,237	1,083,796	47,928	74,000	429,453	273,435		178,491	10,000			2,023,052	391,383	2,023,052	90,000	156,853
3,440	1,233,142	1,237,002	58,926	91,000	523,002	320,000		102,503	12,572			2,343,992	320,940	2,343,992	155,460	148,021
222,693	1,360,681	1,583,374	67,457	106,401	643,973	388,203		284,398	14,904			2,982,309	638,317	2,782,309	226,610	196,168
436,602	1,216,233	1,652,835	61,530	162,626	680,746	437,500		237,271	19,356			3,089,238	106,929	2,889,238	252,837	198,213
489,208	1,115,918	1,605,126	78,299	174,758	801,346	454,240		259,080	19,650	25,325		3,242,866	153,403	3,125,000	239,290	180,439
288,030	1,423,977	1,712,007	70,919	211,960	722,622	441,403	111,614	243,251	19,921	37,763		3,356,899	114,033	4,183,725	207,863	214,774
579,156	1,650,270	2,184,240		310,307	959,290	479,078	316,017	336,000	24,899	54,200	20,000	4,429,458	981,103	4,738,539	312,367	183,015
800,038	1,550,912	2,450,950	66,543	323,099	1,114,026	497,105	426,164	319,341	25,846	59,857	33,639	4,993,471	564,013	4,950,000	322,211	231,508
888,695	1,582,248	2,470,943	80,660	389,295	1,080,544	494,327	512,659	442,511	15,500	69,007	29,000	5,195,151	201,680	5,395,151	394,078	252,865
907,354	1,987,854	2,895,208	91,462	444,184	1,246,418	440,944	496,648	492,689	63,500	57,500	63,000	5,847,369	652,318		444,160	
10,471,180	14,706,721	25,190,604	799,078	2,691,630	11,003,016	6,099,734	1,862,454	3,206,275	298,133	302,732	145,639	48,907,860				

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Rail Road Company, held January 8, 1855, *the following resolutions were unanimously adopted :—*

Resolved, That the Report just read be adopted, and that the acts of the President and Managers be and are hereby approved, confirmed, and established; and that the Report and accompanying documents be printed for the use of the Stockholders.

Resolved, That the Board of Managers are hereby authorized to purchase the rail road of the Northern Liberties and Penn Township Rail Road Company, on the terms submitted, and that the authority heretofore given to purchase the stock of the Mt. Carbon and Port Carbon Rail Road Company, is hereby continued.

Resolved, That the Board of Managers are hereby authorized to carry into effect the several measures proposed in the said Report, for the completion of the improvements now in progress, and for the proper accommodation of the anticipated increase of business, and to raise the necessary funds for these purposes in such manner as will, in their judgment, best promote the interests of the Company.

Resolved, That authority is hereby given to the Board of Managers to declare a dividend of profits of 10 per cent., payable in stock at par.

Resolved, That, in the opinion of the Stockholders, the vast increase of the business of this Company, arising as well from the augmentation of the coal traffic, as from the new and extended rail road connections just opened, renders it proper that an additional administrative officer should be elected to aid in the management of the affairs of this Company.

Resolved, That an office of Vice-President be and the same is hereby created, and that the said officer shall be elected at this and all future elections of Managers; his salary to be determined by the Board of Managers.

Resolved, Inasmuch as it is expedient that such officer should be a member of the Board, that in such election one of the Managers shall be designated and voted for, as Vice-President; and in case of any vacancy in such office during any current year, the same may be filled by the Board of Managers until the next annual election.

Resolved, That the Vice-President shall exercise all such powers, and discharge such duties as shall, from time to time, be confided to him by the Board of Managers.

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Rail Road Company, held January 8, 1855, *the following gentlemen were unanimously elected Officers for* 1855:—

PRESIDENT.

JOHN TUCKER.

VICE-PRESIDENT.

R. D. CULLEN.

MANAGERS.

R. D. CULLEN,
SAMUEL NORRIS,
C. S. BOKER,
G. W. RICHARDS,
JOHN ASHHURST,
ISAAC R. DAVIS.

SECRETARY AND TREASURER.

SAMUEL BRADFORD.

REPORT

OF THE

PRESIDENT AND MANAGERS

OF THE

PHILADELPHIA AND READING RAIL ROAD COMPANY

TO THE

STOCKHOLDERS,

JANUARY 14, 1856.

PHILADELPHIA:
MOSS AND BROTHER,
12 SOUTH FOURTH STREET.
1856.

REPORT

OF THE

PRESIDENT AND MANAGERS

OF THE

PHILADELPHIA AND READING RAIL ROAD COMPANY

TO THE

STOCKHOLDERS,

JANUARY 14, 1856.

PHILADELPHIA:
..MOSS AND BROTHER,
12 SOUTH FOURTH STREET.
1856.

PRESIDENT.

JOHN TUCKER.

VICE-PRESIDENT.

R. D. CULLEN.

MANAGERS.

R. D. CULLEN,
SAMUEL NORRIS,
C. S. BOKER,
G. W. RICHARDS,
JOHN ASHHURST,
ISAAC R. DAVIS.

SECRETARY AND TREASURER.

SAMUEL BRADFORD.

TO

THE STOCKHOLDERS

OF THE

PHILADELPHIA AND READING RAIL ROAD COMPANY.

The Managers submit statements in the usual form, of the results of the business of the past year.

TRANSPORTATION AND INCOME ACCOUNT FOR 12 MONTHS ENDING NOVEMBER 30, 1855.

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.				DR.	CR.
			Receipts of the Road.				
			Travel 277,617, equal to 111,822 through Passengers .				$301,951 79
			Freight on Merchandise, 154,384.02 Tons . . .				325,851 28
			Freight on Coal, 2,213,292.09 Tons, @ 1.65 54-100 cents				3,664,094 80
			United States Mail				14,218 00
			Miscellaneous Receipts				15,677 99
							4,321,793 86
			Working Expenses:				
			Running Account.				
			Fuel, Wood 38,140 Cords . . .	$85,099 29			
			Cutting, Loading, &c.	29,794 73			
					$114,894 02		
			Coal, 52,145 Tons Anthracite		121,498 49		
			Oil, 42,315 Gallons		48,604 24		
			Tallow, Lard, Grease, and Cotton Waste . . .		11,251 22		
			Wages of Engineers, Firemen, Conductors, and all hands .		218,452 82		
			Tolls paid City and Norristown Rail Roads . . .		8,720 64		
			Hauling Expenses on Broad Street		15,706 16		
			Hauling and assorting Cars at Schuyl. Haven	15,794 84			
			Do. do. do. at Richmond	15,561 27			
			Do. do. do. at Port Carbon	27,386 25			
					58,742 36		
			Paid for Coal lost by accidents		4,897 61		
$493,684 44	$73,210 65	$53,743 73	Do. Sundries, Rent and use of Cars . . .		17,871 26	$620,638 82	
			Workshop Account.				
			Wages of all Machinists, Blacksmiths, Carpenters, Mechanics, &c. . . .	240,713 67			
			Bar Iron, Steel, Blooms, &c. . . .	44,340 80			

			Pig Iron for Foundry	14,207 84			
			Copper, Spelter, Tin, Lead, &c.	21,133 16			
			Timber and Lumber	20,104 16			
			Coal used in Shops, Anthracite	13,700 01			
			Do. do. Bituminous	3,826 26			
					358,025 90		
			Wheels, Axles, and Tires, made at Iron Foundry and Tilt Hammer Shop		42,001 56		
			Hardware, Paints and Oils, Leather, Stone, Lime and repairs of Tools		21,388 82		
			Sundries,		10,847 45		
					432,263 73		
			Repairs of 141 Engines	201,205 39			
			Do. 4,801 Coal Cars	184,366 29			
			Do. 914 Merchandise Cars	21,557 03			
			Do. 54 Passenger Cars	14,388 70			
			Work at Depots, Stationary Engines, Wood Cutting, &c.	10,746 32			
						432,263 73	
343,567 98	45,504 43	43,191 32					
			Depot Account.				
			Wages of all hands		35,163 13		
			Do. Watchmen		14,037 27		
35,604 82	18,201 77	5,903 36	Pumping Water, Coal, Materials, and Horse Hire		10,509 55	59,709 95	
			Superintendence Account.				
			Salaries of all Officers, Agents, &c. on the Road	44,207 44			
			Stationery at all Depots and Offices do.	11,207 47			
99,391 31	4,424 17	4,297 04	Contingent Expenses, Salaries, &c. in Philada.	52,697 61			
					108,112 52		
			Lateral Roads, Expenses.				
4,197 82	225 68	90 27	Salaries of Agents, and other Expenses		4,513 77	112,626 29	
976,446 37	141,566 70	107,225 72	Carried forward,			1,225,238 79	4,321,793 86

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.				DR.	CR.
976,446 37	141,566 70	109,225 72	Brought forward,			1,225,238 79	4,321,793 86
			Roadway Department.				
			For Repairs and Renewal of				
			ROADWAY, 253.48 miles, Single Track.				
			Raising and Repairing Tracks	$65,522 72			
			Ballast and Broken Stone	24,007 14			
			Clearing Side Ditches	6,841 06			
			Removing Slips	182 90			
			95,308 Sills	32,605 12			
			Timber and Lumber	3,406 61			
			Spikes and Nails	12,867 43			
			Chairs	11,438 94			
			Frogs	4,890 89			
			Switches	5,763 76			
			Sidings and Coal Shutes	5,194 09			
			Tools and Hardware	5,307 63			
			Oil and Sundries	5,202 23	183,230 52		
140,052 64	17,814 64	25,363 24					
			BRIDGES.				
			Stone Bridges	984 59			
			Iron Bridges	748 11			
			Wooden Bridges	11,279 20			
			Farm and Road Bridges	1,389 73	14,401 63		
11,593 33	1,512 16	1,296 14					
			BUILDINGS.				
			Passenger and Freight Depots	5,406 07			
			Engine Houses	539 84			
			Water Stations and Wood Sheds	3,116 56			
			Turning Platforms	195 89			

			Workshops	486 86		
9,019 44	1,220 96	1,389 25	Dwelling Houses	1,884 43	11,629 65	
			MACHINERY, &c.			
			Standing Machinery	5,499 90		
			Labor in Yards	3,708 27		
19,238 65	2,572 71	2,695 78	Expenses of all Engines used in this Departm't	15,298 97	24,507 14	
			RICHMOND WHARVES.			
			Trestle Work	6,425 00		
			Replanking	10,590 77		
			Shutes	2,023 14		
			Tracks and Switches	14,54 85		
30,917 76			Docks and Wharves	10,424 00	30,917 76	
			POLICE.			
			Watchmen at Bridges	6,611 94		
			Do. at Stations	1,562 50		
8,568 35	1,160 48	1,326 02	Do. at Tunnels	2,880 41	11,054 85	
			SUNDRIES.			
			Clearing Ice and Snow	851 62		
			Repairing Telegraph	1,805 00		
			Law and Travelling Expenses	62 96		
			Coal	1,291 08		
			Sundries	1,027 27		
7,921 11	891 09	1,089 14	Superintendence, &c.	4,863 41	9,901 34	285,642 89
1,203,757 65	166,738 74	140,385 29	Or 1 25.54 cents per through Passenger.			
		166,738 74	" 1 08 " " Ton Merchandise.			
		1,203,757 65	" 54.38 " " Ton Coal.			
		1,510,881 68	Total Expenses, Working and Repairing the Road and Machinery . . . . Carried forward,			1,510,881 68 4,321,793 86

TRANSPORTATION AND INCOME ACCOUNT—*Continued.*

			DR.	CR.
Brought forward,			1,510,881 68	4,321,793 86
Drawbacks and Allowances.				
Dumpage	$119,020 84			
Freight on Missing Coal	16,833 78			
Errors in Freight and Tolls Bills	101 89			
		135,956 51		
Motive Power on Lateral Rail Roads		16,702 85		
Rents and Ground Rents		21,800 87		
State, County, and City Taxes		2,127 61		
Profit and Loss, Interest, Damages, and Sundries		40,409 10		
			216,996 94	1,727,878 62
Net Profit for the Year,				2,593,915 24
Interest on Bonded Debt.				
Coupons due 1st April, 1855, 1½ per cent. on 1850 and 1870 Bonds, $3,469,600				
Less bought with Sinking Fund, 83,000				
$3,386,600 3 mo's, @ 1½ per ct.		50,799 00		
Coupons, due 1st July, 1855, on 1856 Bonds $10,000				
" 1860 " 4,961,800				
4,971,800 @ 3 per ct.,	149,154 00			
On 1860, 5 per ct. Bonds 777,600 @ 2½ per ct.,	19,440 00			
		168,594 00		
Coupons due 1st October, 1855, on 1850 and 1870 Bonds, $3,386,600				
Less bought with Sinking Fund, 47,000				
$3,339,600 @ 3 per ct.		100,188 00		

Coupons due 1st January, 1856, on 1856 Bonds		$10,000			
On 1860 "	$4,961,800				
Less converted	2,131,000				
		2,830,800			
		$2,840,800 @ 3 per ct.	$85,224 00		
On 1860, 5 per ct. Bonds		777,600			
Less bought with Sinking Fund		24,000			
		$753,600 @ 2½ per ct.	18,840 00		
				104,064 00	
Coupons due 1st April, 1856, on 1850 and 1870 Bonds, $3,339,600 3 mo's @ 1½ per ct.				50,094 00	
Total Interest for 1855 on Bonded Debt					473,739 00
One Year's Interest on Bonds and Mortgages,	$508,800				
Less paid off,	4,000				
		$504,800 @ 6 per ct.			30,288 00
Total Interest for the Year					504,027 00

Renewal Fund.

3 cents per 100 Tons on 498,274,939 Tons transported 1 mile during 12 months ending 30th November, 1855			149,482 48
			653,509 48

Dividend Fund for the Year, 1,940,405 76

Which has been disposed of as follows:—				
Dr. Balance of Interest account		$164,276 82		
Dr. Balance of Renewal Fund		95,576 52		
			259,853 34	
Sinking Fund for Bonds issued in 1836, payable 1860,	25,000 00			
Do. do. in 1849, payable 1870,	75,000 00			
		$100,000 00		
July, 1855, Dividend on Preferred Stock, on $1,551,800 00 @ 4 pr. cent. in Cash				
Do. do. Common do. 8,817,216 87 do. do. do.		$414,760 64		
			514,760 64	
State Tax, 1855			49,943 48	
				824,557 46
Balance of Dividend Fund, 1855,				1,115,848 30

The results to be deduced from this statement, and from its comparison with the business for the year ending November 30, 1854, are an increase in—

Coal transported	225,438	tons, or 11 per cent.
Merchandise	13,583	" or 9½ "
Passengers	10,986	
Or, through passengers	6,603	or 6 "

An increase in the *receipts*

From Coal	$410,272 02	or 12½ per cent.
Merchandise	94,224 59	or 41 "
Passengers	29,583 85	or 11 "

An increase in the *net profits*

From Coal	$385,261 41	or 18½ per cent.
Merchandise	76,193 84	or 92 "
Passengers	7,274 18	or 4¾ "

These comparisons are made without reference to Renewal Fund, Drawbacks, Miscellaneous Receipts, &c. Entire accuracy is attainable by deducting from the revenue from all sources, the Renewal Fund, &c., properly chargeable. Thus stated, the comparative results of the business of 1854 and 1855, are—

1855. Gross receipts				$4,321,793 84
Expenses and Drawbacks		$1,727,878 62		
Renewal Fund		149,482 48		
				1,877,361 10
				$2,444,432 74
1854. Gross receipts			$3,781,639 91	
Expenses, &c.	$1,641,212 94			
Renewal Fund	129,988 76			
			1,771,201 70	
				2,010,438 21
Increase in net profits, (21½ per cent.)				$433,994 53

Transportation expenses, as compared with 1854, have been—

On Coal a decrease of	$4\frac{92}{100}$ cents per ton.
Merchandise an increase of	$2\frac{39}{100}$ " "
Through Passengers "	$13\frac{32}{100}$ " each.

The percentage of expenses on the receipts is thus—

1855.	Gross receipts	$4,321,793 84	
	Less Drawbacks, &c. . .	216,996 94	
			$4,104,796 90
	Expenses	$1,510,881 68	
	Add Renewal Fund . .	149,482 48	
			$1,660,364 16

Or 40½ per cent.

1854.	Gross receipts	$3,781,639 91	
	Less Drawbacks . . .	195,682 29	
			$3,585,957 62
	Expenses	$1,445,530 65	
	Add Renewal Fund . .	129,988 76	
			$1,575,519 41

Or 44 per cent.

In the year 1854, the cost of transportation of coal had been increased $5\frac{74}{100}$ cents per ton, and in the last Annual Report this enhanced cost and its causes were fully explained, and the expectation of a reduction for the ensuing year was then expressed. In consequence of the abatement in the cost of materials and labor, as well as increased facilities by the rebuilding of the principal workshops at Reading, destroyed by fire in January, 1854, the anticipated diminution has been attained, and the cost of transporting coal for the year 1855 has been diminished, as compared with the previous year, $4\frac{92}{100}$ cents per ton. The cost of the transportation of merchandise has slightly increased, viz: $2\frac{39}{100}$ cents per ton, which is attributable to the greater number of trains required, while the expense of the Passenger Department has increased $13\frac{32}{100}$ cents per through passenger. This augmentation, as will be seen by the Report of the Superintendent, has resulted from the addition of an express train to Port Clinton for the great through line to the West.

This Western connection has not, as yet, either in passengers or freight, equalled the anticipations of the Managers. The opening of a new line is always attended with some embarrassments and difficulties, and until the work itself has become settled and permanent, and especially in this case, until the value of the route as compared with its numerous rivals becomes known to and appreciated by the public, great success ought not to be expected. The Managers, however, believe that the advantages to be derived by this Company from these connections, will be found each year surely and regularly to increase.

The fund for distribution among the Stockholders is as follows, viz:—

Dividend Fund, balance Nov. 30, 1854		$89,362 64	
Less State Tax 1854		29,725 46	
			$59,637 18
Add Profits of the business of the Road for 1855		2,593,915 24	
Less ordinary Renewal Fund . .		149,482 48	
		$2,444,432 76	
Deduct Coupons on Bonded Debt . . .	$473,739		
Interest on Bonds and Mortgages . .	30,288		
Interest on Floating Debt	164,276 82		
Dr. Balance Renewal Fund	95,576 52		
		763,880,34	
		$1,680,552 42	
Deduct State Tax on Dividend for 1855		49,943 48	
			1,630,608 94
			$1,690,246 12
Deduct Sinking Fund for 1855 (an investment for Stockholders) . .		100,000 00	
Deduct Dividend paid in July, 4 per ct.		414,760 64	
			514,760 64
Dividend Fund for January, 1856 .			$1,175,485 48
The Managers have decided to declare a Dividend of 4 per cent. cash . .			$424,242 64
			$751,242 84
And to recommend to the Stockholders a further dividend in Stock of 2 per ct. . . .			212,121 33
Surplus, or Reserved Fund			$539,121 51
The balance to the credit of the Sinking Funds, Nov. 30, 1855, was . .		$224,293 03	
Invested since that date . . .		37,589 81	
		$261,882 84	
Out of this the Managers will divide 2 per cent.		$212,121 35	
Surplus Sinking Fund Stock for future division			$49,761 51

It will thus be perceived that the clear earnings, after paying interest, have been 16 per cent. on the amount of the preferred and common stock now outstanding.

It will be remembered that the last Report exhibited a balance (Nov. 30, 1854) of debt unfunded of . .		$516,642 10
The State Tax 1854, paid in 1855, was .	29,725 46	
A Bond and Mortgage on Real Estate, paid in 1855	4,000 00	
Construction Expenditures, for 1855, hereafter explained	540,065 55	
		573,791 01
		$1,090,433 11
To provide for these expenditures, stock has been issued at par, shares of $50 each		415,050 00
		$675,383 11

The Dividend Fund, after paying cash dividends of 8 per cent., has to this extent, for the present, been applied to the payment of these expenditures.

The estimated profits from the business of 1855 were stated in the last annual report, after paying interest on the bonded debt and on the floating debt, then estimated at $100,000, at $1,335,146 21. They have been $1,776,128 94, thus exceeding the estimate $440,982 73. This surplus would have been even larger but for three causes. The first, the conversion after the payment of the interest in July last, and before the payment of the dividend declared in that month, of $2,131,000 of the convertible bonds into stock, upon which the holders received, as by the terms of the bonds they were entitled, both interest $63,930, and dividend $85,240. Next the interest on the floating debt, which exceeded the amount anticipated $64,276,82, in consequence of the expenditures for construction account to accommodate the excess of business beyond the estimate, as will be explained under its appropriate head. Third, the unusual expenditure for renewal fund, which has been charged to revenue account. This sum exceeds the accustomed charge (which under ordinary circumstances is believed to be sufficient for that purpose), $95,576$\frac{52}{100}$. This increased expenditure has been chiefly caused by re-laying 40½ miles of track, which, of course, is far beyond the usual average. The second track of the road, to replace part of which this outlay has been incurred, was laid in 1844, and was originally, as frequently stated in previous reports, of an inferior quality of iron. Since that date, more than 14,000,000 tons of coal have passed over this track, and though the weight of the rails had but very slightly diminished, the surface had become rough and uneven. As ten thousand wheels in the season of active business daily roll upon it, it was deemed true economy to relay a large portion of this track in such manner

and of such material as should secure the machinery from unnecessary wear, and to make the roadway itself as perfect and as permanent as possible. The experience of this Company as communicated in previous reports, and confirmed by each year's traffic, is, that upon the quality of the iron rather than its weight, the durability will depend. Thus the rails first used, weighing 45 lbs. to the yard and made of carefully prepared reheated and refined iron, have been found far more permanent and serviceable than those weighing one-third more, but manufactured from iron of inferior or different qualities. The new rails of a weight of 68 lbs. are manufactured of the best reheated iron throughout, and the additional sum expended to secure this description and quality of material nearly equals the whole excess of expenditure on account of renewal fund.

The expenditures for construction or capital account, amount to $540,065\frac{55}{100}$. The items appear in the statement of the treasurer. It is a larger sum than was estimated in the last annual report. The contemplated expenditure was then stated at $150,000, but the Managers did not, at that time, anticipate any increase in the coal tonnage for the year. Many of those extensively engaged in the trade, however, were of a different opinion, and in order to secure abundant facilities for transportation, some of these gentlemen proposed that they would, at their own cost, procure coal cars to be built and placed upon the road, their construction to be approved by, and the cars to be entirely under the management and control of the officers of this Company. They asked in return a liberal allowance by way of compensation for their use. This proposition, which relieved the Company from the outlay necessary to secure the cars, was accepted, reserving the right to take them at cost upon giving four months notice to the owners. The arrangement has been found mutually advantageous, securing to the operator greater facilities for transportation, relieving the Company from the expenditure, and augmenting its profits. In pursuance of it, 750 new and approved coal cars have been placed upon the road, and the compensation paid for their use has been charged to working expenses.

While this arrangement has contributed to the unexpectedly increased traffic, it required an additional number of new locomotives, which were purchased at the lowest cash price with stock at par. This accounts in part for the additional expenditure for capital account. Some other small items in construction account, which always have and always will follow an increased business, will be found stated in the Treasurer's report. The new stone bridges across the river Schuylkill have been completed with the exception of the coping. For the reasons stated in the report of the engineer, their cost has rather exceeded the original estimate.

The manner in which these works have been completed by the officers

of this Company, charged with their construction, is worthy of the highest commendation. These stone bridges, although erected on the same spot with the wooden ones they have replaced, have been constructed with so much judgment and skill, that the same track has been maintained not only without accident, but without one hour's delay to the business during their progress. When it is considered that about two and a half millions of tons have been passed over the tracks during their construction, the Managers feel assured that the Stockholders will concur in these expressions of well merited approbation.

To one or two items in the statement of the treasurer it may be proper to direct your attention. The amount of the stock and bonds held by the Company has been increased by the payment of the subscription to the stock of the Lebanon Valley Railroad Company, sanctioned at the last annual meeting, and by the conversion of some debts due to the Company into productive stocks.

The feature in the statement of the Treasurer which will most attract your attention, is the large diminution of the Bond debt. This has resulted from the conversion of $2,131,000 of bonds into stock, which took place in July last, as well as the accustomed appropriation to the Sinking Funds. The holders exercised the right of conversion at such time as enabled them to receive both the July interest and dividend, as has been stated. This was their right, and the managers believe that the very best interests of the Company have been promoted by its exercise. The bonds were secured by mortgage, and payable in 1860. They have been converted into capital.

It is true that, by a declaration of the dividend at an unusual time, and before the July interest became due, the payment of both interest and dividend might have been prevented, but the Managers did not deem a course so indirect, and for the mere purpose of depriving the first holder of his right, justifiable or proper. Indeed, the fact of such intended conversion was not known to the Board until after July 1st; and it is now ascertained that the adoption of the course suggested would have altogether prevented it. So well satisfied are the Managers of the advantages resulting from such diminution of debt, that they have not hesitated to pursue the same course with reference to the January dividend, and $90,000 bonds have, since January 1st, been converted, thereby reducing the bonded debt of the Company, payable in 1860, $2,245,000, and thus diminishing the liability to mature at that early date from $5,739,400, January, 1854, to $3,494,400, and leaving the present bonded debt $6,844,000, and stock $10,696,066 87.

The Managers have the pleasure to state, that the construction of the Lebanon Valley Rail Road, in which this Company is deeply interested,

has been energetically prosecuted, and its entire completion in the spring of 1857 may be confidently expected. Its value and importance to this Company are sufficiently disclosed in the last Annual Report, and the Managers have cheerfully rendered to that Company their aid, satisfied that from its connections, the country through which it passes, and the character of the road itself, it will be one of the most valuable of the many that now contribute to the prosperity of this Company. To insure its completion at the time mentioned, the Lebanon Valley Rail Road Company propose to issue bonds to the amount of $1,500,000, secured by mortgage upon their works, and to provide for their payment by a sinking fund of $50,000 per annum. Presuming that legislative authority for that purpose could be procured, they have applied to the Managers of this Company to undertake the payment of the sinking fund, assured that with such guarantee the bonds could be disposed of promptly, and on terms exceedingly favorable. In view of the character and importance of the work, and the interest already held in it by this Company, this proposition may be worthy of your consideration, provided that Company will, for each amount of the sinking fund required to be paid, or for the amount of bonds purchased for such purpose in accordance with the provisions of the proposed mortgage, issue stock at par. The propriety of the measure is submitted exclusively to your judgment.

The Managers still retain the option to purchase the Willow Street Rail Road, for which authority was given at your last annual meeting, but have not deemed it advisable yet to exercise it. Neither have they commenced the construction of the new Depot at Broad and Willow Streets. This much needed improvement for the convenience of the public and the increasing business, should be prosecuted at an early day. It has not, however, been deemed advisable further to add to the capital account by erecting this building during the past year.

For the coming year, the only new expenditures now contemplated are the erection of this Depot, the purchase of the Willow Street Rail Road, the completion of the new engine house on Pennsylvania Avenue, and enlargement of other engine houses, rendered necessary by the addition to the number of locomotive engines, with such other small outlays as the necessity of new business may require.

The attention of all interested in the trade has naturally been attracted to the various new routes in progress or finished, to reach the different coal basins of our State. With a view to lay before those interested in this Company the true position and capacity of each, and to ascertain, as well as their present situation would admit, the probable effect upon the business of this road, Mr. J. D. Steele, Chief Assistant Engineer, was requested to collect the necessary facts, and present them to the Board. They are embodied

in an able and interesting statement which is appended. His long connection with this Company, and his great experience, entitle his deductions to entire confidence. It will be seen that while every advantage is freely accorded to the rival routes, the peculiar adaptation of the works of this Company to the traffic is such, that no diminution in its business need be apprehended.

It has been observed that the business of the past year largely exceeded the anticipations of the Managers as presented in their last Annual Report. They did not then, and do not now, predict any further increase. They have desired rather to err, if at all, upon the side of safety, and to hold out to those interested no prospects which will not surely be attained. Occasional variations have occurred, and no doubt will occur in the character and amount of the business, but with the roadway and machinery not only maintained but improved, a traffic in which no permanent diminution can ever ensue, the debt largely diminished by the voluntary confidence of creditors content to merge their demands into capital, the Company is, and must continue to be, permanently prosperous.

By order of the Board of Managers.

JOHN TUCKER, *President.*

Office of the Philadelphia and Reading R. R. Co.

PHILADELPHIA, *January* 14, 1856.

RENEWAL FUND—1854-'55.

Dr. To New Rail Road Iron—			
Used in Main Tracks, 4,985.86 Tons . . .	$289,477 73		
Less Old Rail Road Iron taken up, 3,547.69 Tons .	129,339 09		
			160,138 64
New Tracks—			
Laying 40.49 miles of New Tracks, complete .			24,154 01
Turnouts and Depots—			
New Watch and Tool Houses; Sand House at Richmond; Ash Pit at Plane; Shed for Ropes, Derricks, &c. at Pottstown; Valley Forge Reservoir and Pipe; Mohrsville Reservoir; Richmond Water Station Pipe, &c.; Paving in Philadelphia and Curbing on Delaware Avenue . . .			8,971 52
Bridges—			
Sundry Small Stone Culverts, Iron Girders, &c.; Monocacy Stone Culvert; Reading Stone Culvert; Ridge Road Iron Bridge; Limerick County Road Bridge; Pottstown Stone Culvert; Stone Culvert near Port Clinton Tunnel			3,007 67
New Engines and Cars—			
Cost of rebuilding 79 new 8-wheeled Wooden Coal Cars			29,140 13
Sundries—			
Telegraph Line from Port Clinton to Palo Alto; Improvement of Lot, Broad and Willow Streets; New Scows for Richmond Wharves; Signals, &c. for Road; Rebuilding Reading Shops; Cost of Hauling and Handling all Materials; Superintendence and Office Expenses			20,847 03
			$246,259 00
Cr. By 1 Old Passenger Car sold	1,200 00		
" 3 cts. per 100 Tons on 498,274,939 Tons, hauled one mile in 12 months, ending November 30, 1855 .	149,482 48		150,682 48
Dr. Balance paid out of net income account of this year			$95,576 52

NEW ENGINES AND CARS.

Details of Cost for 1855.

Cost of "Juniata," first-class coal train locomotive, with double tender, complete . .	10,757 49		
Fitting up new engines, "Yellow Springs" and "Rausch Gap," ready for service . .	545 96		
Freight and tolls paid on engines purchased from Ross Winans	756 30		
Fitting up new engines for service . . .	487 42		
Making 3 extra tenders for coal train engines	2,299 08		
		14,846 25	
Work and materials expended on sundry eight-wheeled wooden coal cars in process of construction	3,453 61		
Cost of altering bumpers and couplings, and new gearing required for 108 coal cars, bought of the Dauphin Co. last year . .	2,939 27		
		6,392 88	
Work on new baggage cars now being constructed	632 35		
Work on patent brakes on new passenger cars at Jersey City	24 50		
		656 85	
Rebuilding 2 new snow ploughs . . .	642 21		
Making 2 new trucks for carrying disabled engines	195 94		
Building 64 four-wheeled dumping cars for ballast, complete	11,863 40		
Altering open into house car for sill train .	137 70		
		12,839 25	
			34,735 23
Cost of 17 new first-class engines, bought of Ross Winans, viz: "Yellow Springs," "Rausch Gap," "Pottsville," "Rhode Island," "Arkansas," "Germantown," "Harrisburg," "Lexington," "Buffalo," "San Francisco," "Mount Vernon," "Ashland," "Richmond," "Panama," "Wilmington," "Charleston," "Albany," .	165,000 00		
Cost of new first-class engine, "Pine Grove," bought of P. Chateau, Jr. & Co. . .	8,000 00		
Cost of 2 first-class engines, "Humming Bird," "Blue Bird," bought of M. W. Baldwin & Co.	18,000 00		
Cost of new first-class engine "Taunton," bought of Taunton Locom. Manufac. Co. .	10,401 00		
		201,401 00	
Cost of 10 house cars, bought of Harrisburg Car Co.	6,344 12		
Cost of 20 " " " " J. S. Kirk	11,500 00		
" 10 platform " " " " "	4,750 00		
" 5 house cars " " Payne & Olcotts	3,125 00		
" 4 baggage " " " " "	5,603 94		
" 1 pair " " trucks " " "	550 00		
" 6 eight-wheeled first-class passenger cars, bought of Wm. Cummings .	13,380 00		
		45,253 06	
			246,654 06
			$281,389 29

NEW STONE BRIDGES.

Details of Cost for 1855.

Falls bridge	$76,922 23
Peocock's locks bridge	57,250 88
	$134,173 11

Rail Road		$14,197,978 81			Stock, per report, Nov. 30, 1854	$6,508,216 87	
Depots		282,242 94			New Stock	2,546,050 00	
Locomotive Engines and Cars		2,791,716 42					$9,054,266 87
Real Estate		1,172,996 47			Preferred Stock		1,551,800 00
Telegraph Stock		19,180 00			Sinking Fund Stock, per Report Nov. 30, 1854	70,293 03	
			$18,464,114 64		Add 1870 Bonds converted $130,000 00		
Expended in 1855,					" 1860 " " 24,000 00	154,000 00	
Rail Road, for new sidings, &c.		21,748 46					224,293 03
New Stone Bridges		134,173 11			Balance of Dividend Fund, 1854, reserved	89,362 64	
New Engines and Cars		281,389 29			Less State Taxes 1854, paid	29,725 46	
New Depot Expenses		29,961 11					59,637 18
Real Estate, bought		53,877 32					
Telegraph Stock		200 00			Balance of Construction Account, carried to Floating Debt, in Debts and Assets Account of 1854	516,642 10	$10,889,997 03
Workshops		11,225 18			Expended in 1855	540,065 55	
New Engine House, Penn. Avenue		7,491 08			Bond and Mortgage paid off	4,000 00	
			540,065 55		Taxes in 1854	29,725 46	
				$19,004,180 19		1,090,433 11	
Assets:—					Less amount of Stock issued	415,050 00	
Cash	$101,966 90						
Bills Receivable	58,346 32				Transferred from Dividend Fund		675,383 11
Freight and Tolls Bills, receivable 1st week in December, 1855	129,793 84				Loans:—		
	$290,107 06				5 per ct. Bonds, 1836-60, unconvertible	777,600 00	
Less, Wages, Materials Bills, and Drawbacks	168,045 91	122,061 15			Bought with Sinking Fund	24,000 00	
							753,600 00
Stocks and Bonds held by the Company		591,491 01			6 per ct. " 1847-56, convertible		10,000 00
Materials on hand, current business of the Road, and debts incurred for 1856		413,212 29			6 " " 1843-60, unconvertible,		1,572,800 00
Debts due to the Company incurred in current business	128,640 37				6 " " 1844-60, convertible	1,032,000 00	
Debts due to the Co. partly secured by Real Estate	746,209 15				Converted	47,000 00	
Less probable loss	248,367 07	497,842 08					985,000 00
					6 " " 1848-60, convertible	1,205,000 00	
					Converted	1,051,000 00	
							154,000,00
					6 " " 1849-60, convertible	1,152,000 00	
					Converted	1,033,000 00	
							119,000 00
					6 " " 1849-70, and 1850, unconvertible,	3,469,600 00	
					Bought with Sinking Fund	130,000 00	
		626,482 45	1,753,246 90			3,339,600 00	6,934,000 00

Liabilities.				**Bonds and Mortgages Real Estate, per**		
Bills Payable		901,844 93		Report, November 30, 1854	508,800 00	
Debts due by the Company		215,378 09		Paid off	4,000 00	
Coupons to 1st January, 1856 . . .		154,158 00				504,800 00
Interest on Real Estate Bonds . . .		9,449 35				
Sinking Fund Bonds, 1836-60 . . .		773 01				
Sinking Fund Bonds, 1849-70 . . .		31,178 33				
Balance of Dividend Fund, 1855	$1,115,848 30					
Less paid on Account Construction, and carried to Capital Account . . .	675,383 11					
		440,465 19				
			1,753,246 90			
						$19,004,180 19

S. BRADFORD, *Treasurer.*

PHILADELPHIA, *January* 12, 1856.

REPORT OF ENGINEER AND SUPERINTENDENT.

John Tucker, Esq., President of the Philadelphia and Reading Rail Road Company.

SIR—

The following Report of the various departments of the road, for the fiscal year ending November 30, 1855, is respectfully submitted:—

TRANSPORTATION DEPARTMENT

Is exhibited, in all its operations and business, in the usual detailed annual statements, from A to O, inclusive, hereto appended.

The working of the road has been conducted, during the past year, with a regularity and economy hitherto unattained; although with a marked increase in its tonnage, business, and revenue.

Several causes have contributed to produce these satisfactory results—the decreased cost of materials and labor—the exclusive use of anthracite coal in the transportation of that important item of our business, in place of the more expensive fuel, wood—the extended use of the magnetic telegraph, by day and night, and the adoption of more efficient systems and rules for the government of trains, suggested by past experience, as necessary for the increasing business of the road.

The reduction in our workshop expenses, under the heads of "Engine and Car Repairs," has been chiefly secured by the use of the new machine shops at Reading, erected in place of those destroyed by fire in January 1854.

As already stated, the entire transportation of coal during the past year has been effected by locomotives using anthracite exclusively for fuel, at a cost per ton carried, less than ever before attained. A portion of the passenger and merchandise business was also performed by locomotives using coal fuel, and with a success which warrants its further application to both those branches.

The passenger train trips have increased from 1528 in 1854, to 1824 during last year—mainly from the addition of a through express train between Philadelphia and Port Clinton, since May 7, 1855; leaving the city at an early hour, and returning late the same evening—connecting, by New York Rail Road, with Buffalo, Niagara Falls, and thence to the Canadas, Chicago, and the Mississippi valley. This train, with our usual mail passenger trains, has been run with entire safety to its passen-

gers, and great regularity, notwithstanding the increased tonnage of the year.

In closing my report of this important department, I may remark that its equipment, with the facilities afforded by additional side tracks, &c., has been and is, equal to a business considerably larger than offered during the past year, and that, unless affected by causes beyond our control, such as a rise in materials and labor, the low cost of carriage of our principal items of business in 1855 will not be in future materially, if at all, exceeded.

ROADWAY DEPARTMENT.

The increased cost of this department for the year just ended, has been occasioned by the increase of tonnage, and the relaying of 40.49 miles of new main track; the ballast, sills, chairs, spikes, &c., of which have been charged to this account. A large amount of dredging has been done at the Richmond wharves, greatly improving their efficiency, also included in the expenses of this department.

With the length of new track laid, all of the most approved character, with 68 lbs. rails, and the attention devoted to the other portions of its tracks during the year, the road is now in better condition than ever before to accommodate all the demands of the ensuing year's business, however large.

RENEWAL AND CONSTRUCTION DEPARTMENT.

Rail Road Iron.

New rail road iron used,	4,985.87 tons . . .	289,477 73
Less old iron removed,	3,547.69 " . . .	129,339 09
	Net cost of new rails,	$160,138 64

New Tracks.

40.49 miles of new main track, and 3.42 miles of sidings have been laid during the year, at Port Clinton, Philadelphia Branch Road, Richmond, Aramingo, Monocacy and elsewhere.

Buildings, Depots, &c.

The new Passenger Depot at Port Clinton has been completed, and new Cisterns and Pumping Machines put up at same station. A new Engine House and Turn Table have been commenced at Philadelphia; new Reservoirs completed at Valley Forge and Palo Alto; Tilt Hammer and Car Shops extended at Reading and Schuylkill Haven; a new reservoir commenced at Mohrsville; Bank Street at Richmond, paved, and new Mud

Scows made for Wharves; and sundry new Machinery added to the work shops at the principal stations; with Offices, Tool Sheds, Oil Houses, &c., at various points. A new County Road Bridge, over the Rail Road, has been built at Limerick station; and a Stone Culvert below Port Clinton Tunnel.

New Stone Bridges.

"Falls" and Peocock's Locks" Stone Bridges have been completed, to the coping and railing, which will be added early in the ensuing spring. These two most inportant structures have exceeded their original estimates, from the increased cost of labor and materials since their commencement, compelling the Company to construct and complete them, when abandoned by their original contractors. Both Bridges have been built without stopping the coal trade, or other business of the Road, for a single day.

New Engines and Cars.

21 new first-class locomotives have been added during the past year—18 for coal transportation (of which one, the "Juniata," was built in the Company's workshops)—and three for passenger trains, the "Humming Bird," "Blue Bird," and "Taunton."

25 eight-wheeled house cars, and 10 eight-wheeled open cars, have been purchased; and 65 four-wheeled dumping cars for ballast, built during the year.

6 passenger and 4 through baggage cars were purchased—and one passenger car sold—last year.

Very respectfully,

Your obedient servant,

G. A. NICOLLS,

Engineer and General Superintendent.

Reading, Pa., November 30, 1855.

STATEMENT A.

Business of Philadelphia and Reading Rail Road for the Year ending November 30, 1855.

TONNAGE.

Coal transported, tons of 2,240 lbs.	2,213,292
Merchandise transported, tons of 2,000 lbs.	154,384
Materials for use of Road, including ballast, gravel, timber, rails, sills, cord-wood, stone, brick, iron, &c. &c., in tons of 2,000 lbs.	247,478
Total tonnage of Road for the year, including weight of passengers, in tons of 2,000 lbs.	2,909,667
Total amount of coal transported to date, tons of 2,240 lbs.	16,823,528
Total tonnage of Road to date, tons of 2,000 lbs.	22,053,942

PASSENGER TRAVEL.

Total number of passengers during year	277,617
Total number of miles travelled by same	10,287,636
Equal to, in through passengers, over whole length of Road	111,822
Total number of passengers to date	1,982,260

RECEIPTS OF ROAD.

From freight and tolls on coal	$3,664,094 80
" freight on merchandise	325,851 28
" passenger travel	301,951 79
" transportation of U. S. Mail, express car, and other sources	29,895 99
Total Receipts	$4,321,793 86

Business of Philadelphia Branch Road, between Philadelphia and the Schuylkill Viaduct, for year.

Tonnage, stone, beer, &c., tons of 2,000 lbs.	5,051
Passengers, total number	34,185

RECEIPTS.

From passengers	$2,051 00
" freight	1,102 17
" bridge tolls	596 14
	$3,749 31

STATEMENT B.

Expenses of Transportation Department for the Year ending November 30, 1855.

RUNNING ACCOUNT.

Wages of all engineers, conductors, firemen, brakemen, &c.	$218,452 82	
Wood, 28,140 cords	85,099 29	
Loading, unloading, and cutting wood	29,794 73	
Oil, 52,315 gallons	48,604 24	
Tallow, lard, grease, and cotton waste	11,251 22	
Tolls paid Norristown and City Rail Roads, and expenses in Broad Street	8,720 64	
Coal fuel for locomotive engines	121,498 49	
Allowances for use of coal and freight cars	4,118 21	
Rent of coal cars	5,541 67	
Sundries	8,211 38	
		$541 292 69

WORKSHOP ACCOUNT.

Wages of all machinists, blacksmiths, carpenters, and mechanics	$240,713 67	
Bar iron, steel, blooms, &c.	44,340 80	
Iron Castings	14,207 84	
Copper, spelter, tin, lead, &c.	21,133 16	
Timber and Lumber	20,104 16	
Anthracite coal for shops, &c.	13,700 01	
Bituminous " "	3,826 26	
Hardware, files, tools, paints, &c.	21,388 82	
Wheels for cars, engines, and tenders	23,857 00	
Axles " " "	15,411 56	
Tires for engines	2,733 00	
Sundries	10,847 45	
		$432,263 73
Amount carried forward,		$973,556 42

Amount brought forward,		$973,556 42

DEPOT ACCOUNT.

Wages of all hands . . .	$35,163 13	
Wages of all watchmen . . .	14,037 27	
Pumping water, coal, materials, horse feed, and sundry expenses . . .	10,509 55	
		$59,709 95

SUPERINTENDENCE ACCOUNT.

Salaries of all officers, clerks, and agents .	44,207 44

OFFICE ACCOUNT.

Stationery, printing, advertising, fuel, furniture, and sundries . . .	11,207 47

LATERAL ROADS EXPENSES.

Salaries of agents, use of engines, &c. .	4,513 77
	$1,093,195 05

STATEMENT C.

Division of Expenses of Transportation Department for 1855.

		Average rate.	
Transportation of Coal from Coal Region to Richmond, Philadelphia, and other points (Statement H)	2,213,292	33.61	$743,885 50
Transportation of Merchandise, between Pottsville, Reading, Philadelphia, and other points (Statement L)	154,384	80.01	123,529 38
Transportation of Through Passengers between Pottsville and Philadelphia (Statement K) .	111,822	84.49	94,472 09
Expenses of Transportation of Coal over Philadelphia Branch, and Norristown Rail Roads, and in Philadelphia			20,027 64
Superintendence, including salaries of all officers, clerks, &c.			44,207 44
Wages of all Watchmen at Wharves, Depots, and Switches			14,037 27
Expenses of Delivering Coal and Merchandise, and hauling Cars for all purposes at Reading and other Depots			13,072 00
Office Expenses, Stationery, Printing, Fuel, &c.			11,207 47
Allowances for use of Coal and Freight Cars .			4,118 21
Rent of Coal Cars			5,541 67
Salaries of Agents, and Expenses on Lateral Roads in Coal Region			4,513 77
Sundry Expenses, Express Engines, New Boilers for Engines using Anthracite Coal, Extra Trains, &c.			14,582 61
			$1,093,195 05

STATEMENT D.

Number of Engines and Cars, and Running Machinery upon the Philadelphia and Reading Rail Road, November 30, 1855.

LOCOMOTIVE ENGINES.

120 First Class Engines.
14 Second " "
4 Third " "
3 Fourth " "

141 Total.

COAL CARS.

1 Eight-wheeled Iron Coal Car.
294 " Wooden Coal Cars, besides 140 used by Company, owned by other parties.
2,950 Four-wheeled Iron Coal Cars.
1,565 " Wooden Coal Cars, besides 610 used by Company, owned by other parties.

4,810* Total.

CARS FOR FREIGHT AND GENERAL USE.

130 Eight-wheeled Covered House Cars.
47 " Box Cars.
117 " Open Platform Cars.
185 Four-wheeled Covered House Cars.
435 " Open Platform, Box, and Dumping Cars.

914 Total.

PASSENGER CARS.

39 Eight-wheeled Passenger Cars.
12 " Baggage Cars.
3 " Mail and Express Cars.

54 Total.

* 128 Four-wheeled Wooden, and 30 Four-wheeled Iron Coal Cars were rebuilt into 79 Eight wheeled Wooden Coal Cars, during year.

In addition to the foregoing, the Company own:—

2 Small Passenger Cars for use of Road.
11 Stationary Engines, from 4 to 60 horse-power, for driving machinery.
12 Steam and Water-power Engines, for pumping at water stations, sawing wood, &c.
2 Portable Wood Cutting Steam Engines, at Port Carbon and Richmond.
6 Snow Ploughs.
1 Dredging Machine.
44 Carts, Wagons, and Drays, for hauling Wood, Timber, Merchandise, &c.
78 Horses, for hauling in Philadelphia, Richmond, and elsewhere.

STATEMENT E.

Table of Names, Weights, Makers, Condition and present Duty of all Locomotive Engines owned by the Philadelphia and Reading Rail Road Company, November 30, 1855.

Names.	Class.	Weight.	Maker.	When first ran.	Miles Ran. Past Year.	Miles Ran. Total to Date.	Condition and Duty.
Atlas	1st.	27.0	Baldwin, Philadelphia.	April 1846	17,882	159.107	In shop, under repair.
Hercules	"	27.0	do do	" "	19.762	146.768	At work, Falls Grade.
Texas	"	22.5	do do	" "	16.350	174.999	do Philadelphia Branch Road.
Kentucky	"	22.5	do do	" "	13,164	161,262	do Port Clinton.
Princeton	"	22.5	do do	May "	8,267	164 465	do Richmond Wharves.
Montezuma	"	22.5	do do	July "	5,655	159,503	In shop, under repair.
Amazon	"	22.5	do do	May "	8.732	164,064	do do
Warrior	"	22 5	do do	" "	13,572	171,142	At work, Lateral Roads.
Empire	"	22 5	do do	" "	3,706	170,162	In shop, under repair.
Pocahontas	"	23.4	Rebuilt by do do	June "	4,819	158,220	At Reading, in order.
Yorktown	"	22 5	do do	" "	16.350	171,136	At work, Lateral Roads.
Alabama	"	22.2	do do	April "	12,380	169.366	do Roadway Department.
Indiana	"	21.9	do do	" "	16,341	169,454	In shop, under repair.
Washington	"	22.0	do do	June "	17,383	169,557	do do
Rio Grande	"	21.3	do do	July "	16,692	164.922	At work, Freight Train.
United States	"	18.6	do do	" 1844	9.643	177,212	do Wood Train.
New England	"	19.7	do do	" "	9,149	181,680	do Lateral Roads.
New York	"	19.1	do do	Aug. "	14.036	185,815	do Roadway Department.
Ontario	"	19.1	do do	" "	13,508	196,253	do Schuylkill Haven.
Virginia	"	19.1	do do	Sept. "	20.030	195.212	do Roadway Department.
Niagara	"	19.6	do do	April 1845	11.973	173.718	do do
Pacific	"	19 5	do do	" "	10,474	162,873	do Richmond Wharves.
Independence	"	19.5	do do	May "	15,137	183,802	In shop, under repair.
Oregon	"	19.5	do do	" "	727	151,349	do do
St. Lawrence	"	19.5	do do	June "	9.091	164.339	At work, Richmond Wharves.
Constitution	"	19.5	do do	" "	10,350	147.462	do Wood Train.
Champlain	"	20.1	do do	Sept. "	7.575	159.659	In shop, under repair.
Hudson	"	21.2	do do	Oct. 1844	12.541	182,273	do do
Dauphin	"	23.7	do do	" 1850	14.029	94,554	At work, Falls Grade.
Baltic	"	22.9	do do	" "	15,694	94,962	do do
Perry	"	23.8	do do	" "	11,881	88.664	In shop, under repair.
Humming Bird	"	24 6	do do	April 1855	14.917	14.917	At work, Express Passenger Train.
Blue Bird	"	24.6	do do	May "	14,341	14.341	do do do
Seminole	2d	13.1	do do	Feb. 1840		173,657	Used for Pumping.
34 in all.			Built and Rebuilt by Baldwin, Philadelphia.				

Baltimore	1st	28.0	Ross Winans, Baltimore.
Maryland	"	28.0	do do
Delaware	"	28.0	do do
Ohio	"	28.0	do do
Patapsco	"	24.6	do do
Minnesota	"	22.5	do do
Georgia	"	24.1	do do
Louisiana	"	23.9	do do
Iowa	"	25.4	do do
Wisconsin	"	25.2	do do
New Jersey	"	25.5	do do
Mississippi	"	26.5	do do
Connecticut	"	26.5	do do
New Hampshire	"	26.5	do do
Utah	"	26 2	do do
Chippeway	"	27.0	do do
Monongahela	"	27.0	do do
Tamaqua	"	27.0	do do
Saranac	"	27.0	do do
Susquehanna	"	27.0	do do
Colorada	"	27.0	do do
Narragansett	"	27.0	do do
Penobscot	"	27.0	do do
Kennebeck	"	27.0	do do
Nebraska	"	27.0	do do
Santee	"	27.0	do do
Shenandoah	"	27.0	do do
Cumberland	"	27.0	do do
Potomac	"	27.0	do do
Savannah	"	27.0	do do
Yellow Springs	"	26.8	do do
Arkansas	"	26.8	do do
Rausch Gap	"	26.8	do do
Pottsville	"	26.8	do do
Rhode Island	"	26 8	do do
Harrisburg	"	26.8	do do
Germantown	"	26.8	do do
Lexington	"	26.8	do do
San Francisco	"	26 8	do do
Ashland	"	26.8	do do
Mount Vernon	"	26.8	do do
Buffalo	"	26.8	do do
Richmond	"	26.8	do do
Panama	"	26.8	do do
Wilmington	"	26.8	do do
Charleston	"	26 8	do do
Albany	"	26.8	do do
47 in all.			Made by Ross Winans, Baltimore.

June	1847	11,555	126.023 At work, in Coal Trade.
Sept.	"	7.848	111.865 In shop, under repair.
"	1847	13.795	124.247 At Reading, in order.
"	"	5.645	120.239 In shop, under repair.
Oct.	1850	13.366	91.592 do do
Nov.	"	11 331	72.600 At work, Freight Train.
Oct.	"	15,873	94 465 do Coal Trade.
Nov.	"	19,854	99.293 do do
Oct.	1851	7.750	64,196 In shop, under repair.
Nov.	"	9.581	63 627 At Reading, in order.
March	1852	15 893	75.882 At work, Coal Trade.
May	"	18.960	79.916 In shop, under repair.
"	"	15.058	64.968 do do
June	"	15,041	72.873 At work, Coal Trade.
"	"	18.188	73.371 do do
April	1854	18 606	34.704 do do
March	"	17,702	38.520 do do
"	"	19.374	39,839 In shop, under repair.
"	"	20 397	37.912 At work, Coal Trade.
April	"	21.875	39.623 do do
"	"	18 970	33.974 do do
"	"	16 856	33.675 In shop, under repair.
May	"	13.008	26.990 At work, Coal Trade.
"	"	16.160	30.654 do do
"	"	19.438	32.889 do do
"	"	15 690	27.851 do do
June	"	17.210	31 024 do do
"	"	19 721	32 869 do do
"	"	18.353	29.451 do do
"	"	20.113	30,938 do do
January	1855	16.712	16,712 do do
March	"	15 852	15,852 do do
"	"	14.827	14,827 In shop, under repair.
"	"	15.903	15.903 At work, Coal Trade.
April	"	14,618	14 618 In shop, under repair.
"	"	11,892	11.892 At work, Coal Trade.
"	"	15 596	15.596 In shop, under repair.
"	"	14.324	14.324 At work, Coal Trade.
"	"	15 573	15.573 do do
"	"	14 541	14 541 do do
"	"	13.542	13.542 do do
"	"	13 930	13.930 do do
"	"	13.935	13.935 do do
May	"	11.677	11.677 do do
"	"	12 172	12 172 do do
June	"	10.619	10 619 do do
"	"	11,019	11,019 do do

STATEMENT E—*Continued.*

Names.	Class.	Weight.	Maker.	When first ran.	Miles Ran. Past Year.	Miles Ran. Total to Date.	Condition and Duty.
Mohawk	1st	20.7	Norris, Schenectady.	Oct. 1850	16,345	100.597	At Reading, in order.
Genesee	"	20.5	do do	" "	23,479	107,539	do do
2 in all.			Made by Norris, Schenectady.				
Octorara	1st	27.9	Reading Rail Road Company.	May 1853	21,253	59,105	At work, Coal Trade.
Metamora	"	27.9	do do	June "	21.872	62 925	do do
Aramingo	"	27.9	do do	July "	19,041	55.331	do do
Wissahickon	"	27.9	do do	Aug. "	21,797	55 388	do do
Camanche	"	27.9	do do	Sept. "	23.450	54.447	do do
Seneca	"	27.9	do do	Oct. "	23 119	55.774	do do
Tecumseh	"	27 9	do do	Nov. "	24,461	51,298	do do
Alleghany	"	23.9	do do	Nov. 1851	24.137	76.187	do Freight Trains.
Wyomissing	"	26.9	do do	July 1852	22.604	65.234	do Coal Trade.
Pawnee	"	26.9	do do	Aug. "	17.911	63 512	do do
Swatara	"	26 9	do do	" "	18.104	64.636	do do
Perkiomen	"	26 9	do do	Sept. "	16,760	60.259	do do
Tennessee	"	26.9	do do	Nov. "	22 320	66,428	do do
Powhattan	"	26.9	do do	" "	17.259	59,486	do do
Sciota	"	27.9	do do	Nov. 1854	26,166	28.649	do do
Wabash	"	27.9	do do	" "	26,849	26,849	do do
Juniata	"	27.6	do do	June 1855	13.993	13.993	do do
Illinois	"	27.9	do do	May 1852	18.245	76 225	In shop, under repair.
Michigan	"	28.0	do do	June "	10,887	71,276	At work, Market Train.
Wyoming	"	19.6	do do	Feb. 1847	17,889	126,815	do Lateral Roads.
Palo Alto	"	20.8	do do	May "	13.051	141,955	do do
Monterey	"	19 9	do do	June "	12,492	123 300	do do
Saratoga	"	19.2	Rebuilt by do	June 1842	14.511	157.630	do Schuylkill Haven.
Mahanoy	"	20.2	do do	May "	10,165	165.558	In shop, under repair.
Atlantic	"	20.1	do do	Aug. 1844	7,703	154.427	At work, Richmond Wharves.
Philadelphia	"	22.0	do do	Sept. 1851	15.284	29,097	do at Reading.
California	"	21.5	do do	May 1848	9.838	111.003	do Lateral Roads.
Chesapeake	"	20.0	do do	March 1847	9.835	106.794	do Wood Train.
Florida	"	23.2	do do	July 1846	12,724	159.260	do Freight Train.
Reading	2d	16 2	do do	Oct. 1842	12 771	188,498	do Roadway Department.
Schuylkill	"	14.7	do do	July 1843	9,903	124.860	do Richmond Wharves.
Osceola	"	14.8	do do	Aug. "	8,632	116,573	At Reading, in order.
Huron	"	14.8	do do	" "	8.109	113 714	do do
Erie	"	14.8	do do	" "	4,985	121.551	do do
Ontalaunee	"	14 6	do do	July "	1.947	119 144	At work, Phœnixville.
Tuscarora	"	16.5	do do	Nov. 1842	2,637	102.365	do Lateral Roads.

Shamokin	2d	16.5	Rebuilt by Reading Railroad Company.	May	1843	4,243	107,147	At work, at Reading.
Buena Vista	"	19 1	Made by do do	April	1848	3,577	105,435	In shop, under repair.
Vera Cruz	"	18.9	do do do	"	"	7,592	151,753	At work, Roadway Department
Antelope	3d	9 3	Rebuilt by do do	June	1838	13,776	189,800	do do
Stag	4th	14 6	do do do	Feb.	1851	14,257	71,542	do do
Ariel	"	5 7	do do do	Feb.	1846	11,284	115,948	At Reading, in order.
Witch	"	8.5	do do do	Oct.	1847	4,362	83,001	At work, Lateral Roads.
43 in all.			Built and Rebuilt by Reading Rail Road Company.					
Maine	1st	21.3	Boston Locomotive Works.	July	1849	8,508	116,585	do Wreck Train.
Carolina	"	18.8	New Castle Company.	April	1846	10,013	117,484	do Lateral Roads.
Missouri	"	18.8	do do	Aug.	"	12,927	137,201	In shop, under repair.
Columbus	"	18.5	do do	April	1844		87,334	Out of use at present.
3 in all.			Made by New Castle Company.					
Auburn	"	26.4	Norris, Philadelphia.	July	1854	25,328	36,102	At work, Passenger Train.
Elmira	"	26.3	do do	"	"	26,498	37,654	do do
Manatawny	2d	13.8	do do	Oct.	1842	15,211	224,176	do Valley Passenger Train.
America	"	13.4	do do	"	"	15,326	201,062	do Philadelphia Branch Road.
4 in all.			Made by Norris, Philadelphia.					
Engineer	3d	8.8	Braithwaite & Co., London.	May	1838	10,249	177,429	At Reading, in order.
Rocket	"	8.4	do do	"	"	301	179,713	At work, Roadway Department.
Planet	"	8.4	do do	Aug.	"	24	165,174	At Reading, in order,
3 in all.			Made by Braithwaite & Co., London.					
Gowan and Marx	2d	11.0	Eastwick & Harrison, Philadelphia.	Jan.	1840	6,375	124,209	In shop, under repair.
Cambridge	1st	25.5	Davenport, Bridges & Kirk, Cambridgeport.	June	1850	4,705	82,550	At Reading, in order.
Pine Grove	"	23.1	Danforth, Cook, & Co., Patterson, N. J.	Feb.	1855	19,143	19,143	At work, Passenger Train.
Taunton	"	24.7	Taunton Locomotive Works.	July	"	6,112	6,112	do do

CONDENSED TABLE,

Showing Condition and Employment of all Engines owned by the Philadelphia and Reading Rail Road Company.

How Employed.	1st Class.	2d Class.	3d Class.	4th Class.	Total.
In daily use, in good order, on Reading or Lateral Roads	88	8	2	2	100
In workshops, under repair	25	2			27
In good order, ready for use	6	3	2	1	12
Out of use, rebuilding, &c.	1	1			2
Total	120	14	4	3	141

STATEMENT F.

Work and Repairs of all Locomotive Engines owned by the Philadelphia and Reading Rail Road Company, for the year ending November 30, 1855.

Miles Ran.

How employed.	Classes.				Total.
	1st.	2d.	3d.	4th.	
Reading Rail Road Transportation Department .	1,539,007	63,547	11,448	12,955	1,626,957
Reading Rail Road Roadway Department . .	30,676	3,318		13,818	47,812
Reading Rail Road Renewal, &c., Department .	37,098	14,947	9,763		61,808
Total Reading Rail Road .	1,606,781	81,812	21,211	26,773	1,736,577
On Lateral Roads in Coal Region	185,883	19,496	3,139	3,130	211,648
Total	1,792,664	101,308	24,350	29,903	1,948,225

Total number of tons hauled 1 mile, exclusive of engine and tender 498,274,939
Average weight of loaded Coal trains down, " . 725
" " empty Coal trains up, " . 251
" " Passenger trains, " . . 54
All tons of 2,000 lbs.

COST OF REPAIRS OF ENGINES.

Wages of all mechanics	$110,662 96
Materials, iron, steel, brass, &c.	72,433 95
Superintendence, tools, paints, &c.	18,108 48
	$201,205 39

Total number of miles ran by all engines owned and used by Company, from May, 1838, to November 30, 1855 . 15,988,670
Total number of tons hauled 1 mile, between same dates, 3,798,966,859

STATEMENT G.

Cost of Repairs and Renewals of Coal, Freight, and Passenger Cars, on the Philadelphia and Reading Rail Road, for the year ending November 30, 1855.

COAL, FREIGHT, AND WOOD CARS.

Wages of all mechanics	$113,257 82
Timber, iron, steel, and all metals	74,132 41
Superintendence, tools, paints, oils, &c.	18,533 09
Total	$205,923 32

COST OF REPAIRS OF PASSENGER CARS.

Wages of mechanics	$6,474 81
Iron, steel, timber, &c.	6,115 30
Superintendence, tools, paints, varnish, &c.	1,798 59
Total	$14,388 70

STATEMENT H.

Items of Cost, in detail, of Hauling Coal, on the Philadelphia and Reading Rail Road, for the year ending November 30, 1855.

Per round trip of 190 miles, from Coal Region to Tidewater, and back with empty cars; transporting average loads of 423 Tons of 2,240 lbs. each Train.

Items of Cost.	No.	Description.	Average rate.	Amount.
Wages of Engineers	2	Days.	3.00	6 00
" Firemen	2	"	1.75	3 50
" Conductors	2	"	1.65	3 30
" Brakemen and Signalmen	6	"	1.58	9 48
Anthracite Coal for Fuel, including firing up, &c.	9.83	Tons.	2.63	25 85
Oil for Engine and Tender, including Lamps	2.6	Galls.	1.30	3 38
Oil and Grease for Cars	423	Tons.	14	5 92
Repairs of Engine and Tenders	190	Miles.	11.6	22 04
" of Coal Cars	423	Tons.	8.39	35 49
Supplying Water	17	M. Galls.	6	1 02
Wood for Kindling, &c.	0.5	Cords.	4.60	2 30
Assistant Engines at Falls Grade	423	Tons.	1.34	5 67
Car Couplers, Timekeepers, Dispatchers, and Turning Crews	423	"	1.55	6 55
Allowance for Engines laying over, Assistant Engines, and all other contingent expenses	423	"	2.76	11 67
Equal to 33.61 cents per Ton.				$142 17

All the Coal Transportation of the Road, for the past year, has been performed by Locomotives using Anthracite Coal, exclusively, for Fuel.

STATEMENT K.

Items of Cost, in detail, of running Passenger Trains on the Philadelphia and Reading Rail Road, for the year ending November 30, 1855.

USING WOOD FUEL EXCLUSIVELY, PER DAILY TRIP OF 93 MILES.

Items of Cost.	No.	Description.	Average rate.	Amount.
Wages of Engineer	1	Day.		2 48
" Fireman	1	"		1 35
" Conductor	1	"		1 80
" Baggage Master	1	"		1 40
" Brakeman	1	"		1 25
Wood for Fuel, including firing up	3.2	Cords.	4.60	14 72
Water used	4	M. Gals.	6	24
Oil for Engine and Tender	1.2	Gals.	1.60	1 92
Oil and Grease for Cars				40
Repairs of Engine	96	Miles.	9.1	8 73
" and Refitting Cars				8 76
Hands at Depots, Extra Engines, &c.				4 90
Sundries for Trains				3 84
				$51 79

Equal to, at 61.3 through Passengers per train, 84.49 cents per Passenger.

STATEMENT L.

Items of Cost, in detail, of running Freight Trains on the Philadelphia and Reading Rail Road, for the year ending November 30, 1855.

PER DAILY TRIP OF 92 MILES.

Items of Cost.	No.	Description.	Average rate.	Amount.
Wages of Engineer	1	Day.		3 00
" Fireman	1	"		1 65
" Conductor	1	"		1 75
" Brakemen and Signalman	3	Days.	1.50	4 50
Wood for Fuel, including firing up	4.6	Cords.	4.58	21 07
Oil and Tallow, for Engine and Tender				1 81
Oil and Grease for Cars	99.4	Tons.	.14	1 39
Repairs of Engine and Tender	95	Miles.	10.2	9 69
" of Cars	99.4	Tons.	11.4	11 33
Depot Hands, and other Depot Expenses				19 84
Water used	5	M. Gals.	6	30
Renewals of Sundry Articles, Goods damaged, &c.				3 20
				$79 53

Equal to 80.01 cents per ton.

STATEMENT M.

Cost of Hauling over Philadelphia Branch, and Norristown Rail Roads, and of Horse Power on Broad Street, Philadelphia, for the year ending November 30, 1855.

Amount paid for Norristown and City Rail Roads Tolls . .	$8,720 64
Agents and Sundry Expenses in Philadelphia . . .	675 00
Cost of Engine Hauling Cars, between Falls and Broad Street, Philadelphia	10,632 00
Cost of Horse Power in Broad Street, Philadelphia, including delivery of Merchandise	15,706 16
Total . .	$35,733 80

STATEMENT N.

Points of Supply, and Distribution of Coal, on the Philadelphia and Reading Rail Road, for the year ending November 30, 1855.

Amount of Coal received from various Lateral Rail Roads in Coal Region.

	Tons.
Mount Carbon and Port Carbon Rail Road, at Port Carbon, from Valley and Mill Creek Rail Roads	740,114
Mount Carbon Rail Road at Mount Carbon	117,964
Mine Hill and Schuylkill Haven Rail Road, at Schuylkill Haven	977,881
Dauphin and Susquehanna Rail Road, at Auburn . . .	31,841
Little Schuylkill Rail Road, at Port Clinton	345,492
Total .	2,213,292

Where delivered on Line of Reading Rail Road.

Station or Turnout.	From Pt. Carbon.	From Mt. Carbon.	From Sch. Haven.	From Auburn.	From Pt. Clinton.	Total.
Port Carbon . . .			209			209
Schuylkill Haven . .	201					201
Orwigsburg . . .	9	9	24			42
Auburn . . .	19		19			38
Hamburg . . .	392		53			445
Mohrsville . . .	348	48	93			489
Between Mohrsville and Reading	502	400	73		1,532	2,507
Reading . . .	10,897	1,369	56,304	2,302	6,489	77,361
Birdsboro' . . .	148	173	375		10	706
Douglassville . .	333	89	450			872
Pottstown . . .	5,119	523	2,417	627	300	8,986
Limerick . . .	242		388			630
Royer's Ford . .	652		272			924
Phœnixville . . .	12,539	3,861	17,264		23,988	57,652
Valley Forge . .	158	39	173			370
Port Kennedy . .	2,683	888	2,868		80	6,519
Norristown . . .	8,273	1,484	11,965	149	4,384	26,255
Rambo's Limekilns .	1,328	94	342		1,633	3,397
Swede's Furnace, below Norristown	358	1,206	2,595		137	4,296
Conshehocken . .	11,236	461	14,951	522	10,179	37,349
Spring Mill . . .	75	77				152
Manayunk . . .	881	201			46	1,128
Falls	4,176		19,306	4,927	20,816	49,225
Nicetown & Germantown	12,951	1,019		125		14,095
Philadel. Branch Road .	14		523			537
Philadelphia . . .	153,214	3,962	101,533	3,765	79,837	342,311
Richmond . . .	513,366	102,061	745,684	19,424	196,061	1,576,596
	740,114	117,964	977,881	31,841	345,492	2,213,292

STATEMENT O.

Distribution of Items, comprising Net Expenses of Transportation and Roadway Departments, for the year ending November 30, 1855, *under the heads of Cost of Transporting Coal, Merchandise, and Passengers.*

Items of Cost.	Cost of Transporting.			Total Net Expenses.
	Coal.	Merch'dise.	Passengers, Mail, &c.	
Net cost of transporting each, as per Statement C	743,885 50	123,529 38	94,472 09	961,886 97
Roadway Expenses	227,311 28	25,172 04	33,159 57	285,642,89
Transportation between Falls and Philadelphia, Watchmen, Lateral Roads, Missing Coal, Superintendence, Office Expenses, and Sundries	119,468 23	8,532 88	8,204 58	136,205 69
	$1,090,665 01	$157,234 30	$135,836 24	$1,383,735 55
Hauling and assorting Cars in Coal Region, and at Richmond	55,683 18	1,651 36	1,407 82	58,742 36
Broad Street Hauling	4,711 85	7,853 08	3,141 23	15,706 16
Contingent Expenses in Philadelphia	52,697 61			52,697 61
	$1,203,757 65	$166,738 74	$140,385 29	$1,510,881 68

SUMMARY.

Of Total expenses for Year, Coal . . . is charged with 54 $\frac{38}{100}$ cts. per Ton.
Do. do. Merchandise, do. 108 do. do.
Do. do. Through Passengers do. 125 $\frac{54}{100}$ do. each.

Comparative wear and breakage of Rails from 1850 *to* 1855, *inclusive.*

Description of Iron.			Percentage of wear.						Proportion of breakage in 1855.			
			1850.	1851.	1852.	1853.	1854.	1855.				
English	52 lbs.	light	$1\frac{3}{10}$	$2\frac{6}{10}$	$3\frac{2}{10}$	$4\frac{5}{10}$	$7\frac{8}{10}$	$19\frac{8}{10}$	1 bar in		392	
"	45 "	track.	$1\frac{4}{10}$	$1\frac{9}{10}$	$2\frac{1}{10}$	$3\frac{6}{10}$	$5\frac{6}{10}$	$14\frac{6}{10}$	1	"	2.997	
"	60 "		$8\frac{3}{10}$	$9\frac{4}{10}$	12	$12\frac{7}{10}$	$18\frac{2}{10}$	47	1	"	93	
Phœnix	60 "	heavy	$4\frac{8}{10}$	$6\frac{3}{10}$	$5\frac{9}{10}$	$6\frac{3}{10}$	$5\frac{9}{10}$	$14\frac{3}{10}$	1	"	343	
Montour	60 "	track.		$1\frac{7}{10}$	$6\frac{1}{10}$	$8\frac{2}{10}$	$5\frac{9}{10}$	$18\frac{1}{10}$	1	"	94	
"	64 & 68 "							$2\frac{1}{10}$	1	"	260	(Chiefly 64 lbs.)

Statement of Rails removed from Tracks and cost of renewing Iron per Ton carried over the Road.

Years.	Tonnage.	Number of bars removed from tracks.	In proportion to Tonnage.	Cost of Renewing Iron.	Cost per ton in cents.
1848	1,570,531	4,070	1 bar for 385	20,650 23	1.31
1849	1,429,564	3,352	" 426	12,536 01	0.88
1850	1,743,680	4,219	" 413	12,115 07	0.69
1851	2,145,132	5,932	" 361	25,855 25	1.21
1852	2,122,171	7,327	" 303	24,954 24	1.17
1853	2,076,197	8,032	" 233	35,546 59	1.71
1854	2,582,563	11,112	" 232	67,176 08	2.60
1855	2,909,667	25,965	" 113	160,138 64	5.50

Comparative Statement of the number of Cars broken on the Philadelphia and Reading Rail Road for the years 1848 (*from July* 1, 1848, *to Nov.* 30, 1848), 1849, 1850, 1851, 1852, 1853, 1854, *and* 1855.

Cause of Accidents.....	Broken axle.	Broken wheel.	Broken spring and pedestal.	Broken bumper lying on track.	Broken rail.	Bent axle.	Loose wheel.	Loose brake block falling under wheel.	Rail out of track.	Collision.	Wood falling off tanks.	Brake lever catching sills.	Bottom of car dropping.	Bolt of pulling-bar catching sills.	Cow catcher catching sills.	Running over cattle.	Running over a loose wheel.	Switch wrong.	Roping cars.	Wood car breaking.	Sprugging a wheel.	Engine pushing.	Running off tracks.	Rocks sliding on tracks.	Track spreading.	Car off track in passing train.	Merchandise falling off cars.	Stopping too suddenly.	Switch-rod breaking.	Unknown.	Total number of accidents.	Total number of cars broken.	Number of persons killed.	Injured.	Cattle killed.
From July 1, to Nov. 30, 1848	125	46	4	1	5	10	44			43	19	6				56		6	8						1		6			1	58	387	5	5	
Total for the year 1849.....	233	28	19	5		3	31			23	6	29	11			37		5	5				1		3	15				35	161	489	12	5	
Total for the year 1850.....	261	2	17	2	1	1	54			49	77	7	3			12	6	1	1	8	1	16	5	5		1				14	152	543	6	5	
Total for the year 1851.....	219	47	7	16	5	19	24			56	28	18	4			43		22	10						2			3	3	4	168	530	13	9	42
Total for the year 1852.....	223	40	1	5	1	5	45		4	86	10	6	1	5	2	11		3	11	3			2							3	185	467	20	3	36
Total for the year 1853.....	219	49	12	4	1	21	16			116	9	10	4			42		6	14			2	4				1	1		5	165	541	24	9	22
Total for the year 1854.....	191	33	4	3	38	15	53	47	16	174		57	7			19		16	2					8		12	1	2			185	651	20	13	30
Total for the year 1855.....	132	28	4	28	1	59	40	73		174		12	6	15		12		24	3			1		3				2		2	179	619	29	7	46

RECAPITULATION.

From July 1, to December 1, 1848, 1 car broken for every 1485 tons of coal carried.
In the year 1849, " " 2282 " "
1850, " " 2490 " "
1851, " " 3114 " "
1852, " " 3534 " "
1853, " " 2875 " "
1854, " " 3054 " "
1855, " " 3574 " "

NOTE— Of the 29 persons killed in the past year, 19 were strangers; and of the 7 injured, 4 were strangers.

TABLE,

Showing the Business of the Philadelphia and Reading Rail Road (each item monthly)

for the Year ending November 30, 1855.

	December, 1854.	*January*, 1855.	*February*, 1855.	*March*, 1855.	*April*, 1855.	*May*, 1855.	*June*, 1855.	*July*, 1855.	*August*, 1855.	*September*, 1855.	*October*, 1855.	*November*, 1855.	TOTALS.
Travel	22,927 24	17,312 97	15,040 66	21,677 43	27,668 20	30,793 79	26,698 63	28,765 00	32,018 05	29,216 32	28,114 37	21,719 13	301,951 79
Freight on Goods	20,735 34	24,205 01	20,772 20	32,697 51	32,347 88	28,488 15	26,806 78	21,514 17	28,890 14	29,365 37	31,834 93	28,193 80	325,851 28
Tolls on Coal	198,879 32	187,454 86	139,180 08	295,756 50	340,128 98	387,997 33	326,389 55	355,724 75	436,651 22	362,414 62	361,627 36	271,890 23	3,664,094 80
United States Mail	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	14,218 00
Miscellaneous Receipts	844 38	1,214 74	1,519 92	1,338 99	1,146 46	1,229 92	1,259 73	1,086 45	1,486 43	1,833 45	1,347 76	1,369 76	15,677 99
	$ 244,571 11	231,372 41	177,697 70	352,655 26	402,476 35	449,694 03	382,339 52	408,275 20	500,230 68	424,014 59	424,109 25	324,357 76	4,321,793 86
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Coal Tonnage	105,825 13/20	104,075 15/20	79,596 15/20	189,829 4/20	209,721 15/20	233,408 0/20	200,154 17/20	213,432 16/20	261,867 15/20	220,100 19/20	221,860 0/20	173,419 0/20	2,213,292 9/20

DR. *"Iron Foundry," Reading Depot, in account with Philadelphia and Reading Rail Road Co.* CR.

1855.					1855.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz:—				Nov. 30.	By Sundries made during the Year, viz:			
						5,879 Car, Tender, and Truck Wheels	lbs. 2,559,590		
"	To wages of all Founders, Moulders, Laborers, Carpenters at Flasks, &c., for year			21,883 98		339 Engine driving do.	268,805		
						36,544 Chairs for Tracks	806,149		
						553 Frogs " "	238,430		
"	Pig Metal	1,123.06	Tons.	38,082 65		All other Castings for Engines, Cars, and Tracks	2,059,772		
"	Scrap Castings	1,576.19	"	39,706 40					
"	Anthracite Coal	1,027.	"	2,393 60			5,932,746	2¼ cts.	$133,486 78
"	Wrought Iron and Steel	1.55	"	184 19					
"	Iron Castings	17.34	"	778 92					
"	Timber and Lumber	14,378	Feet.	305 29					
"	Bituminous Coal	72	Bush.	27 00					
"	Hardware			196 67					
"	Firebrick, Sand, Clay, &c.			268 95					
"	Files and Tools			67 71					
"	Flour, Leather, Charcoal, and Sundries			579 70					
"	Cost of Hauling and Handling all Materials			3,095 75					
				107,570 81					
"	Balance			25,915 97					
				$133,486 78					$133,486 78
						By Balance, being difference between Cost to Company and Market Value of Product of Iron Foundry for Year			$25,915 97

DR. "*Brass Foundry*," *Reading Depot, in account with Philadelphia and Reading Rail Road Co.* CR.

1855.						1855.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz:—					Nov. 30.	By Sundries, made during year, viz:—			
"	Wages of Brass Founder, and all assistants, for year			1,932 65		"	819 White Metal Boxes for Cars and other Machinery . . .	lbs. 1,629		
"	Scrap Copper, Brass, Zinc, &c.	40.89	Tons.	11,549 36		"	All other White Metal Castings . . .	38,463		
"	New Copper, Zinc, &c. .	31,962	lbs.	8,288 03				40,092	18 cts.	7,216 56
"	Anthracite Coal . .	103	Tons.	243 70						
"	Hardware, Files, &c. .			3 51		"	1,728 Brass Boxes for Engines, Cars, and other Machinery . . .	26,872		
"	Black Lead, Pots, Paints, &c.			141 77		"	All other Brass Castings	47,041		
"	Iron Castings . .	.28	Tons.	14 24				73,913	26 cts.	19,217 38
"	Wrought Iron, Steel, and Boiler Iron . . .	.06	"	9 97						
"	Timber and Lumber .	279	Feet.	5 58						
"	Firebrick, Lime, &c. .			77 32						
"	Cost of Hauling and Handling all Materials . .			153 64						
				22,419 77						
"	Balance			4,014 17						
				$26,433 94						$26,433 94

By Balance, being difference between Cost to Company and Market Value of Product of Brass Foundry for Year . $4,014 17

50

DR. *"Steam Tilt-Hammer Shop," Reading Depot, in account with Philad. and Reading Rail Road Co.* CR.

1855.					1855.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz:—				Nov. 30.	By Sundries, being total produce of Shops for year, ending this date, viz:—			
"	Wages of Heaters, Hammermen, and all Mechanics & Laborers for year			9,998 44	"	218.43 Tons of Bar Iron, hamm'rd to pattern sizes, as Engine Frames, Brake Levers, Coupling Hooks,			
"	Scrap Wrought Iron used	540.17	Tons.	18,147 13		Truck Frames, Pedestals,			
"	Anthracite Coal	1,716.	"	4,057 85		&c.			19,658 70
"	Iron Castings	22.23	"	992 68	"	2,450 Car, Tender, and Truck Axles	645,594	$90 5 cts.	32,279 70
"	Wrought Iron, Steel, and Blooms	94.64	"	6,436 04	"	67 Engine Axles	45,967	5½ "	2,528 18
"	Timber and Lumber	15,982	Feet.	351 63	"	36 Engine Tires, hooped ready for use	19,868	11 "	2,185 48
"	Files, Tools, Paints, &c.			5 14	"	13 Tons Scrap Castings			325 33
"	Old Rail Road Iron	26.31	Tons.	1,419 30	"	.01 " " Steel			3 08
"	Oil	196	Gals.	348 91					
"	Firebrick, Sand, Lime, &c.			765 64					
"	Black Lead, Ropes, Packing Yarn, &c.			39 93					
"	Copper, Brass, &c.	540	lbs.	136 34					
"	Scrap Steel, &c.	5.6	Tons.	186 64					
"	Hardware			19 58					
"	Tallow, Cotton Waste, &c.			107 48					
"	Cost of Hauling and Handling all materials			1,895 50					
				44,908 23					
"	Balance			12,072 24					
				$56,980 47					$56,980 47

By Balance, being difference between Cost to Co. and Market Value of Product of Steam Tilt-Hammer Shop for Year, $12,072 24

Condensed Table, showing the principal items of Revenue, Expense, and Working of the Philadelphia and Reading Rail Road, from January 1, 1843, to November 30, 1855.

Year ending Nov. 30.	Gross Receipts.				Total Expenses.				Tonnage.			
	Coal.	Passengers.	Merchandise.	Total.	Transportation department.	Roadway department.	Dumpage.	Total.	Tons coal.	Tons merchandise.	Tons materials.	Tons total.
	$	$	$	$	$	$	$	$	2 240 lbs.	2 000 lbs.	2.000 lbs.	2,000 lbs.
1843	278.840	71.895	37.927	394 318	164 549	50.374		214.923	218.711	17 534	54,787	322,125
1844	445 509	92 362	49 293	597.613	244 149	85 293		329 442	421.985	20.472	160.138	659 299
1845	886 939	103.411	60.588	1.060 381	385 492	121.228	51 095	557,815	814,279	26 039	192 408	1.046.812
1846	1 600 667	141.749	137.584	1.889.714	620 682	142 968	69,360	833.010	1 188.258	74 971	101.471	1.515 473
1847	1.698.664	156 201	136,220	2 002 946	836.077	132 780	75 827	1,044,685	1 360.681	71,718	165.493	1.770.916
1848	1.386.605	174 959	117,458	1,692,556	800.285	143 384	88.194	1,031,863	1.235.044	58 123	118,676	1.570.531
1849	1 648.900	155 908	106 347	1.933.590	666.957	140 990	75 536	883 483	1.097 762	51 204	145 503	1.429,564
1850	2 071 731	148 379	125 822	2,360.786	787,484	160 569	98.842	1.046 895	1.650.270	63 807	219.731	2 145 132
1851	2 018 871	152 432	123.672	2 294 975	785.257	202 132	98 351	1 085.740	1.650 912	75,769	181 217	2.122 171
1852	2 150 677	168 430	138 964	2 458.626	782 213	178 480	87.470	1.048.163	1,582.248	107,853	174 161	2 076.197
1853	2 254.694	225 763	180 612	2 688 288	1.117.140	220 210	105.125	1 442 475	1 987.854	140 801	187.591	2 582.563
1854	3 253.823	272,368	231,627	3 781 640	1.093.195	285.643	119.021	1.497.859	2 213.292	154 384	247 478	2,909 667
1855	3 664,095	301,952	325,851	4 291.898								

Yearending Nov. 30.	Passengers.		Cost of transp'tation.			Locomotive engines.				Coal & freight cars.		Passenger cars.		State road cost.	R. R. bars used in repairs	Wood used, cords.	Coal used, tons.	Oil used. galls.	No. miles	
	Total number.	Equal to through.	Coal per ton.	Md'se per ton.	Pass'ger through each.	Total.	Miles ran.	Aver. of coal trains.	Cost of repairs	Total number.	Cost of repairs.	Total number.	Cost of repairs						Main track open.	Double track.
	No.	No.	Cts.	Cts.	Cts.	No.	Miles.	Tons.	$	No.	$	No.	$	$	Tons.	Cords	Tons.	Galls.	Miles.	Miles.
1843	56,554	26.424	46.00	66.5	38.7	39	393 192	162	13 224	1,800	14.319	14	903	14.472	2	15.555		5 797	95	10
1844	66 503	33.979	41.08	64.7	37.3	47	613.041	194	27.733	2.731	38 663	14	3.108	22 087	26	24.148		12.149	95	93
1845	63.719	33 146	37.01	75.7	43.1	54	810.285	295	29,941	3 444	48.775	14	4,112	25.869	56.6	43 218		24 684	95	93
1846	88,611	45.155	38.89	75.6	44.4	72	1,014 102	360	47.232	5 075	77 287	14	5,109	39.545	235	68.006		45 672	95	95
1847	97.463	49.604	45.84	85.9	47.2	77	1 184.272	354	74 916	5.108	119 680	16	6.427	50.374	312.2	90.717		40 565	95	95
1848	105 720	55 509	45.05	93.9	56.7	84	1.136 572	377	92,430	5.086	137 930	22	8 396	52 482	666.2	66.686		43 761	95	95
1849	95.577	49.097	43.62	82.4	66.5	86	1.047 014	372	80 764	5 086	140 763	22	6.326	38.458	521.8	50.264		28 561	95	95
1850	92 726	46.041	40.69	67.3	73.7	92	1.233.144	372	76 245	5.117	163.780	20	7,880	40 313	670.7	53 997	4 345	42.845	95	95
1851	127.590	57 593	38.54	69.2	69.9	89	1,461 772	368	97.750	5.136	153 771	28	8.445	17 587	1,045.1	61 222	9.663	44.062	95	95
1852	155 164	69,579	35 36	77.5	86.8	103	1,517 931	366	99 027	5 241	160.436	30	11.638	17.198	1.319.8	52 990	15.963	37.083	98	98
1853	211.819	92 657	35.07	76.8	62.9	103	1.466.894	384	119.696	5.476	155.531	38	8.088	21.191	1.571.5	38 376	24 971	33 456	98	98
1854	266 631	105.219	41.06	81.7	74.2	121	1.674 403	409	214 134	5 703	242 892	45	14 726	25,684	2 121 6	31,544	40,178	45,330	98	98
1855	277.617	111,822	33.61	80.01	84.49	141	1 948.225	423	201 205	5 724	205 923	54	14,389	35,734	4 985.9	28.140	52 145	52.315	98	98

Statement of Materials on hand November 30, 1855.

	Items.	Quantity.	Descrip.	Value.	Total value.
Wood		13,021	Cords		$38,341 75
Oil		5,509	Galls.		6,316 77
Tallow, Lard, &c.	Tallow, &c.	7,042	lbs.	880 25	
	Cot. Waste	4,938	"	385 59	
					1,265 84
Anthracite Coal		3,056	Tons		6,112 00
Bituminous Coal		5,552	Bush.		1,110 40
Wrought Iron and Steel	Bar Iron	255.04	Tons	19,362 24	
	Boiler & Sheet	66.23	"	7,285 30	
	Steel	8.78	"	1,420 86	
					28,068 40
Pig Iron		55.	"		1,621 64
Iron Castings		106.95	"		4,315 77
Axles	Car	949	No.	9,110 00	
	Engine	70	"	1,750 00	
					10,860 00
Engine Tires	New	100	"	4,000 00	
	Bar	32	"	960 00	
					4,960 00
Copper and other Metals	Copper	7,117	lbs.	2,490 95	
	Brass	22,999	"	5,749 75	
	Lead	1,717	"	103 02	
	Ant. Tin, &c.	4,025	"	627 23	
					8,970 95
Engine Gearing	Eng. Gearing		$	20,880 64	
	" Springs	97	No.	776 00	
	" Tubes		"	956 95	
					22,613 59
Car Gearing	Car Gearing		$	15,324 29	
	" Springs	464	No.	1,856 00	
					17,180 29
Files and Tools			$		23,140 59
Hardware			"		4,562 33
Paints and Oils			"		1,270 62
Timber and Lumber		3,211,697	Ft. B. M.		43,151 94
Wheels		1,637	No.		12,324 00
Rail Road Iron, New		382.18	Tons		22,107 32
Chairs, Frogs, and Spikes		115.6	"		5,177 35
Sills		5,226	No.		1,560 80
Scrap Wrought Iron		170.24	Tons		5,672 35
Old Rail Road Iron		1963.95	"		69,222 45
Scrap Cast Iron		361.72	"		9,030 16
Scrap Steel and other Metals		23.73	"		4,965 32
Horse Feed and Stable Furniture			$		1,306 89
Sundries, Ropes, Blocks, &c.					4,126 93
Stone, Lime, &c.					7,553 91
Workshop Materials					10,449 77
Patent Rights					250 00
			Total value of Materials on hand		$377,610 13

ANTHRACITE COAL TRADE OF THE UNITED STATES.

The following Table exhibits the quantity of Anthracite Coal sent to market from the different regions in Pennsylvania from the commencement of the Trade, in 1820, *to* 1854 *inclusive; together with the Annual Increase, &c., and the Importations of Foreign Bituminous Coal.*

SCHUYLKILL.					LEHIGH.	LACKAWANA.		OTHER REGIONS.				Aggregate.	Annual Increase.	Consumption.	Sold on line of Schuylkill.	Import. of Foreign Coal.
Canal.	Railroad.	Total.	Pine-grove.	Little Sch'kill.	Total.	Del. and Hud. C. C.	Penna. Coal Co.	Wilkes-barre.	Sha-mokin.	Lykens Valley.	Daup'n Co.					
					365							365				
					1,073							1,073				22,122
1,480		1,480			2,240							3,720				34,523
1,128		1,128			5,823							7,101				30,433
1,567		1,567			9,541							11,108				7,228
6,500		6,500			28,393							34,893	25,352			25,645
16,767		16,767			31,280							48,047	13,154			35,665
31,360		31,360			32,074							63,434	15,837			40,257
47,284		47,284			30,232							77,516	14,082		3,151	32,302
79,973		79,973			25,110	7,000						112,083	34,567		3,332	45,393
89,984		89,984			41,750	43,000						174,734	62,651		5,321	58,136
81,854		81,851			40,966	51,000						176,820	2,086	177,000	6,150	36,509
209,271		209,271		14,000	75,000	81,600						363,871	187,051	298,871	10,048	72,975
252,971		252,971		40,000	123,000	111,777						487,748	123,877	431,980	13,429	92,432
226,692		226,692		31,000	106,244	43,700						376,636	*decrease.*	415,186	19,429	71,626
339,508		339,508		41,000	131,250	90,000						560,758	184,122	635,935	18,571	49,969
432,045		432,045		35,000	148,211	103,861						682,428	121,670	632,428	17,863	108,432
523,152		523,152	17,000	31,000	223,992	115,387						881,476	199,048	680,441	21,719	153,450
433,875		433,875	13,000	13,000	213,615	78,207						739,293	*decrease.*	788,968	28,775	129,083
442,608		442,608	20,539	9,000	221,025	122,300			11,930			819,327	80,034	867,000	30,390	181,551
452,291		452,291	23,860	20,000	225,318	148,470			15,505			865,414	46,087	973,136	28,924	162,867
584,692	850	584,682	17,653	40,000	143,037	192,270			21,463			958,899	93,485	958,899	41,223	155,394
491,602	49,902	540,892	32,381	37,000	272,546	205,253		47,346	10,000			1,108,001	149,102	1,158,001	40,584	141,521
447,058	230,254	677,295	22,905	31,000	267,793	227,605		58,000	10,000			1,203,539	155,538	1,263,539	34,619	41,163
398,887	441,491	839,931	31,916	57,000	377,002	251,005		114,916	13,087			1,631,669	368,130	1,631,669	60,000	87,073
263,587	820,237	1,083,796	47,928	74,000	429,453	273,435		178,491	10,000			2,023,052	391,383	2,023,052	90,000	85,776
3,440	1,233,142	1,237,002	58,926	91,000	523,002	320,000		102,503	12,572			2,343,992	320,940	2,343,992	155,460	156,853
222,693	1,360,681	1,583,374	67,457	106,401	643,973	388,263		281,398	14,904			2,982,509	638,317	2,782,309	226,610	148,021
436,602	1,216,233	1,652,835	61 530	162,626	680,746	437,500		237,271	19,356			3,089,238	106,929	2,889,238	252,837	196,163
489,208	1,115,918	1,605,126	78,299	174,758	801,246	451,240		259,080	19,650	25,325		3,212,866	153,403	3,125,000	239,290	198,213
288,030	1,423,977	1,712,007	70,919	211,960	722,622	441,403	111,014	213,251	19,921	37,763		3,356,899	114,033	4,183,725	207,863	180,439
579,156	1,650,270	2,184,240		310,307	939,290	479,078	316,017	336,000	24,899	54,200	20,000	4,429,458	981,103	4,738,539	312,367	214,774
800,038	1,550,912	2,450,950	66 513	323,999	1,114,026	497,105	426,161	319,341	25,846	59,857	33,639	4,993,471	564,013	4,950,000	322,211	183 015
888,695	1,582,248	2,470,943	80,660	389,295	1,080,544	491,327	512,659	442,544	15,500	69,007	29,000	5,195,151	201,680	5,395,151	394,078	231,508
907,351	1,987,854	2,895,208	91,462	444,184	1,246,458	449,944	496,648	492,689	63,500	57,500	63,000	5,847,389	652,318		444,160	252,865
1,105,263	2,213,292	3,318,555	112,213	426,208	1,233,905	565,460	504,803	461,039	116,117	66,721	1,000	6,517,559	685,735		471,861	287,408
11,589,113	16,920,016	28,509,159	911,291	3,117,838	12,025,969	6,665,194	2,367,257	3,670,314		370,373	146,639					

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Rail Road Company, held January 14, 1856, *the following resolutions were unanimously adopted:—*

Resolved, That the Report just read be adopted, and that the acts of the President and Managers be and are hereby approved, confirmed, and established; and that the Report and accompanying documents be printed for the use of the Stockholders.

Resolved, That the Board of Managers are hereby authorized to carry into effect the several measures proposed in said Report, for the completion of the improvements now in progress, and for the proper accommodation of any increase of business, and to raise the necessary funds for these purposes in such manner as will, in their judgment, best promote the interests of the Company.

Resolved, That the authority heretofore given to purchase the stock of the Northern Liberties and Penn Township Rail Road Company, and also the stock of the Mt. Carbon and Port Carbon Rail Road Company, is hereby continued.

Resolved, That of the profits of the last year, and in addition to such cash dividend as the Board of Managers may declare, authority is hereby given to make a further dividend of two per cent., payable in stock at par, at such time and manner as the Board may direct.

Resolved, That any fractions of shares which may be due and payable on the dividends now declared, shall, when such fractions exceed one-half of one share, be adjusted by issuing to the party entitled thereto one share of stock, deducting from the cash dividend payable upon the same shares such sum as may be required to pay therefor at par; and if such fraction shall not exceed such one-half, then the same shall be taken by the Company, and paid for at par in cash.

Resolved, That the Stockholders of the Company, in view of their great present and prospective interest in the Lebanon Valley Rail Road Company, do hereby approve and sanction the suggestion contained in the Annual Report, this day presented, that this Company, when lawfully authorized, shall undertake the payment of the Sinking Fund, to be provided for in the proposed mortgage of the Lebanon Valley Rail Road Company; and that the Managers of this Company be, and they are hereby fully authorized to carry the same into effect whenever so authorized, in such manner and upon such terms and conditions as will in their judgment best promote the interest of this Company.

Resolved, That the Managers be and they are hereby authorized to enter into any arrangements and contracts they may deem expedient for the working of the road of the Lebanon Valley Rail Road Company.

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Rail Road Company, held January 14, 1856, *the following gentlemen were unanimously elected Officers for* 1856:—

PRESIDENT.

JOHN TUCKER.

VICE-PRESIDENT.

R. D. CULLEN.

MANAGERS.

R. D. CULLEN,
SAMUEL NORRIS,
C. S. BOKER,
G. W. RICHARDS,
JOHN ASHHURST,
ISAAC R. DAVIS.

SECRETARY AND TREASURER.

SAMUEL BRADFORD.

Pottstown, Pa., *Dec.* 28, 1855.

John Tucker, Esq., *Pres. Philad. and Reading R. R. Co.*

Dear Sir: I herewith respectfully submit a map and profiles of the canals and railways by which coal is transported from the several anthracite coal fields to the sea-board. The data used in their compilation have been collected chiefly from the offices of the companies or their published reports, and if error exists, either in lines, grades, or distances, it may be ascribed to a want of perfection in the records, or to some unintentional oversight on the part of the compiler. There has been no object in view except that of obtaining a correct description of these important improvements, and it is believed that no previous connected view of them has equal claims to accuracy.

In indicating the prominent features of these works, and comparing their capability for cheap and extended transportation, some point should be selected as a common termination; they will, therefore, be considered as resting with one end on the city of New York, and the other at the chief shipping points of the coal basins which they are intended to drain. Mount Carbon, Mauch Chunk, Scranton, and Carbondale, are the points from which distances will be estimated; and the important markets for this mineral, passed in several cases on the way to that city, may for the present be overlooked.

The following is a general description of the several routes:—

By way of Lehigh Valley and Belvidere Delaware Rail Roads.—Commencing at Mauch Chunk, this route descends the Lehigh valley by rail road, with grades in the direction of the trade to South Easton; the gauge is 4 feet 8½ inches, and the grades do not generally exceed 22 feet per mile, with a curvature limited to 800 feet radius; but on the 2½ miles at the west end of the road there are grades of 36 feet per mile, and a curve of 358 feet radius. From South Easton it descends the valley of the Delaware by the Belvidere Delaware Rail Road, to the summit level of the Delaware and Raritan Canal at Trenton, thence by canal and bay navigation to New York. The gauge of the Belvidere Delaware Rail Road is 4 feet 10 inches, and its grades all in the direction of the trade; they do not generally exceed 16 feet per mile, or the curvature 1,274 feet radius, but at the upper end they reach 35 feet per mile, and there is a curve of 450 feet radius. This route is intended to work in connection with the Delaware and Raritan Canal, and suitable wharves are constructing at Trenton for the transfer of coal from cars to boats with as little delay to

either as possible. It is expected that they will be ready for use soon after the opening of navigation next spring.

The distances are as follows:—

From Mauch Chunk to Easton	45	miles.
" Easton to Trenton	50	"
Total by rail	95	"
" Trenton to New Brunswick, by canal . .	37½	"
" New Brunswick to New York, by river and bay navigation	34	"
Total	166½	"

It will be observed that the rail road portion of this route has a variation of gauge of 1½ inch, and a change of motive power at Easton; the former it is proposed to overcome by an increased width in the tread of the car wheels.

By way of the Lehigh Valley and New Jersey Central Rail Roads.—The Lehigh valley portion of this route has already been described. From Easton the New Jersey Central Rail Road reaches across the State, from which it derives its name, to Elizabethport, on the Bay of New York, where the construction of wharves suitable for loading sea-going vessels has been commenced; but the eastern terminus of this avenue seems as yet but indefinitely determined upon, as Perth Amboy and a point on Newark Bay are talked of in connection with it. This road was opened for general traffic in July, 1852, to Easton, and, simultaneously with the progress of the Lehigh valley road, its proprietors have been looking to the coal trade as a source of enlarged business and revenue. With this view they are now engaged in reducing its eastward grades to 22 feet per mile, and preparing for a second track; it is undulating in its character throughout, and, when the improvements now in progress are completed, its extreme eastward grades will be 22 to 23 feet per mile, and its extreme westward grades 50 feet per mile, with a minimum radius of curvature of 1,432 feet. Its gauge is 4 feet 8½ inches, but as an important feeder will join it at New Hampton, 15¾ miles from Easton, with a gauge of 6 feet, preparations are making to lay down a third rail, that it may be enabled to accommodate the cars from the Lehigh valley, and also those from the Delaware, Lackawanna, and Western Roads.

It will thus be seen that the New Jersey Central seeks to be one of the grand trunks for the transit of coal. It has entered the list for a portion of the Lehigh valley trade, and will be the only outlet for the Delaware, Lackawanna, and Western, and it will have two tracks of three rails each for three-fourths of its length. On the 31st of October last a coal train

reached it from the Lehigh valley, and was passed to Elizabethport; and since that time some two small trains a week have been carried over it, until the 1st of December, when this operation was suspended for the winter, to allow of a better connection being made with the Beaver Meadow Rail Road at Mauch Chunk. In this connection, I may mention two feeders which are in contemplation to the Lehigh valley, and which will be indirectly feeders to this road.

The first is a connection between Tamaqua and Weissport, a point on the Lehigh, 4 miles below Mauch Chunk, by the valley of Mahoning. This contemplated branch is 17 miles long; its grades descend in the direction of the trade at a rate not exceeding 50 feet per mile; its curvature will have a limit of about 600 feet radius, and its construction is contemplated by the Lehigh Valley Company.

The second is the Allentown Rail Road, which is projected, with undulating grades, from Auburn (the junction of the Dauphin and Susquehanna Rail Road with the Reading) to Allentown, on the Lehigh. It is estimated at from 38 to 40 miles long, with eastward grades of 20 or 22 feet, and westward of 32 feet per mile. More careful surveys are now making of this link.

The distances from Mauch Chunk are as follows, viz:—

From Mauch Chunk to Easton, by rail . . .	45¾ miles.
" Easton to Elizabethport	63½ "
" Elizabethport to New York, by bay navigation	12 "
Total	121¼ "
From Tamaqua to Weissport, by rail . . .	17 miles.
" Weissport to Easton	41¾ "
" Easton to Elizabethport	63½ "
" Elizabethport to New York, by bay navigation	12 "
Total	134¼ "
From Mount Carbon to Auburn, by rail . . .	10 miles.
" Auburn to Allentown, " . . .	38 "
" Allentown to Easton, " . . .	16¼ "
" Easton to Elizabethport, " . . .	63½ "
" Elizabethport to New York, by bay navigation	12 "
Total	139¾ "

It will be observed that this route, with its contemplated westward branches, will have a change of motive power at Easton.

By way of the Delaware, Lackawanna, and Western Road, and the New Jersey Central.—The New Jersey Central portion of this route has

already been described. The Delaware, Lackawanna, and Western portion is composed of two roads, which, however, will probably be worked in conjunction, the first, or Pennsylvania section, reaching from Scranton to the Delaware, and the Warren Rail Road, in New Jersey, connecting thence with the Central Road at New Hampton.

Starting at Scranton, a commanding point in the Wyoming coal basin, this route ascends at the rate of $75\frac{2}{10}$ feet per mile for five miles, and, after a short level, continues its ascent for thirteen miles at the rate of $54\frac{5}{10}$ feet per mile; the next nine miles are undulating, with eastward grades of $25\frac{1}{4}$ feet, and westward of $51\frac{1}{2}$ feet per mile; after which the regular descent to the Delaware commences, which is chiefly effected by grades of 77 feet per mile, in a distance of $27\frac{1}{2}$ miles; thence to the crossing of the Delaware, the line is undulating for nearly eight miles, with grades of $16\frac{1}{2}$ feet against, and $20\frac{3}{8}$ feet in favor of the trade. After crossing the Delaware, we are on the Warren Rail Road, the first $9\frac{1}{2}$ miles of which has grades against the trade of $21\frac{7}{10}$ feet per mile; and the next five miles, passing what is locally called the Switch, has grades eastward of $55\frac{8}{10}$ and westward of $88\frac{8}{10}$ feet per mile; but the latter it is intended ultimately to reduce, and also to save two miles of distance by a tunnel three thousand feet in length, which it is estimated will not be finished much before the year 1860. The remaining seven miles of this road undulates at the rate of $23\frac{7}{10}$ feet eastward, and 54 feet westward per mile, running up, however, in particular cases, according to the notes we have, to $33\frac{7}{10}$ and $69\frac{5}{10}$ feet per mile. The minimum radius of curvature is 800 feet, but the roads are quite crooked, having 6,803 degrees of curvature on $84\frac{7}{10}$ miles, or upwards of 80 degrees per mile.

It is intended that this Delaware, Lackawanna, and Western portion of the route shall ultimately resolve itself into a road with no grades eastward of more than 22 or 23 feet per mile, except at its west end, where it will continue to have five miles of 75 feet, and thirteen miles of $55\frac{1}{2}$ feet per mile to overcome; and until the completion of the tunnel on the Warren Rail Road, assistant power will also be employed at that point; the early part of the summer of 1856 will probably see it open for business. Its gauge is six feet, and it will have at least one change of motive power; a feeder (the Lackawanna Rail Road), which is intended to intersect it five miles from Scranton, will make its capacity equal to that due a road with grades of $55\frac{1}{2}$ feet per mile against the trade.

The distances from Scranton are as follows, viz:—

From Scranton to New Hampton, by rail . . .	$83\frac{3}{4}$	miles.
" New Hampton to Elizabethport . . .	$47\frac{3}{4}$	"
" Elizabethport to New York, by Bay . . .	12	"
Total,	$143\frac{1}{2}$	"

This road has an important westward extension to the New York and Erie Rail Road at Great Bend, a distance of $47\frac{8}{10}$ miles; it was opened for business in 1851, and efforts were immediately made by its enterprising proprietors towards the introduction of anthracite coal into Western New York, which have resulted in the following westward movement of this mineral from Scranton to Great Bend, along their road, viz:—

In 1851	6,000 tons.
1852	67,487 "
1853	97,358 "
1854	133,964 "
1855 (about) . . .	200,000 "

It will be observed that this new feature in the coal trade has been growing since 1852 at the rate of about forty per cent. per annum, and, on the successful opening of the North Branch Canal, is destined to realize a large increase, and great future. I am not advised of the grades against the western trade of this extension, but, from the working of the road, judge them to be 50 or 55 feet per mile.

The Rail Roads above described constitute the *new* channels for coal traffic which are about to be brought into use. It will be observed that they resolve themselves into two routes, the one by the New Jersey Central Rail Road to one or more points on New York Bay, and the other by the Belvidere Delaware Rail Road to Trenton, and thence by Delaware and Raritan Canal. Their horizontal projection on the map looks quite formidable, extending from Dauphin, the southern extremity, to Carbondale, at the northern end of the Wyoming Basin, and commanding at their eastern termini an important market. Before considering their powers, I will describe the several other avenues for this great trade with which they will divide the business.

By way of the Philadelphia and Reading Railroad.—Starting from Mount Carbon, this route descends the valley of the Schuylkill to Port Richmond, on the Delaware; thence by the Delaware and Raritan Canal, and adjacent river and bay navigation, or by sailing vessels or steam barges round Cape May to New York. The rail road portion of this route has a gauge of 4 feet $8\frac{1}{2}$ inches, and its grades descend in the direction of the trade, except $1\frac{7}{10}$ miles in passing the summit between the Schuylkill and Delaware, on which distance there is an extreme grade of $38\frac{4}{10}$ feet per mile against the trade. Two assistant engines are used to help the trains at this point, and its favorable position, and short distance, prevent its limiting, in any way, the capacity of the road. The general grades do not exceed $17\frac{1}{2}$ feet per mile, or the curves 800 feet radius; but at the west

end they reach, for a short distance, 28½ feet per mile, and there is a curve of 600 feet radius. The distances are as follows, viz:—

From Mount Carbon to Richmond, by rail	93½ miles.
" Richmond to Bordentown, by river	25½ "
" Bordentown to New Brunswick, by canal . .	43½ "
" New Brunswick to New York, by river and bay navigation	34 "
Total,	196½

The rail road portion of this route is 1⅜ miles less than by way of Lehigh Valley and Belvidere Delaware, and it is without variation of gauge, or change of motive power. It has six miles more of canal, and 25½ miles more of river navigation, and $1\frac{7}{10}$ miles of grade against the trade, is in full tide of successful operation, and carries double the quantity of coal to the seaboard of any other avenue.

By way of the Schuylkill Navigation.—This work is partly canal, and partly slack-water navigation, and extends from Port Carbon down the valley from which it derives its name, to Philadelphia. Its entire length is 108 miles, and its lockage 620 feet. The distances are as follows, viz:—

From Mount Carbon to Philadelphia, by canal . . .		106¼ miles.
" Philadelphia to New York by Delaware and Raritan Canal	43½	
Bay and River Navigation	77	
		120½ "
Total miles,		226¾ "

This work has an increasing business; its coal tonnage in 1855 has reached 1,105,263 tons, and we may look to its being swelled up to 1,500,000 tons within the next five years.

By way of the Lehigh Navigation, and Delaware Division of the Pennsylvania Canal.—The Lehigh portion of this route is chiefly slack-water navigation, whilst the Delaware portion is entirely canal; the lockage is 525 feet, and the distance from Mauch Chunk as follows, viz:—

From Mauch Chunk to Easton, by canal		46¾ miles.
" Easton to Bristol, "		59¾ "
" Bristol to New York, " .	43½ miles.	
Bay and River Navigation . . .	43½ "	
		87 "
Total,		193½ "

A saving of 25½ miles of distance to New York may be effected by the

use of the feeder of the Delaware and Raritan Canal from Lambertsville to Trenton, and also 40 feet of lockage.

To Philadelphia the distances by these canals are as follows:—

From Mt. Carbon to Philadelphia, by canal	106¼
River	1
	107¼ miles.
From Mauch Chunk to Philadelphia, by way of Lehigh and Delaware Canal	106½
River	17
	123½ miles.

The coal tonnage on the Lehigh has reached 1,233,005 tons in the present year, and it, like the Schuylkill Canal, may be expected to reach 1,500,000 tons in a few years. In this connection I may mention the Morris Canal, one of the outlets from the Lehigh, which stretches across New Jersey from Easton to a point on the Passaic River, 11 miles from New York. Its length is 90¼ miles, and its total rise and fall is 1,674 feet, which is overcome by 23 inclined planes and 25 locks. 301,709 tons of coal have been entered on this canal during the year 1855, which is the largest quantity it has ever reached. Its capacity is estimated by its friends at 500,000 tons, which is believed to be the ultimate annual capacity of inclined planes working in connection with canal navigation.

By way of the Delaware and Hudson Canal.—Starting from Carbondale, near the north end of the Wyoming coal basin, this route passes by an inclined plane and gravity rail road 15¼ miles to Honesdale, the head of the Delaware and Hudson Canal, and thence by canal 108 miles to Rondout, on the Hudson River, 85¼ miles above New York. The railroad portion of this route has 14 inclined planes, which overcome conjointly an elevation of 2,123 feet, with intermediate roads of sufficient grade to enable the cars to move by gravity, and thus allow of the motive power being concentrated in the stationary engines which work the planes. A mountain, which separates the Wyoming basin from the drainage towards the eastern seaboard, of 900 to 1000 feet in height above the coal, has induced the adoption of this system of rail roads in the northern part of the anthracite region. There is no necessary connection between the loaded and light car-tracks; indeed they are generally distinct roads, and, in some cases, as much as a mile apart. The canal portion of this route has a lockage of 1,126 feet. Its distances from Carbondale are as follows, viz:—

From Carbondale to Honesdale, by rail	15¼ miles.
" Honesdale to Rondout, by canal	108¾ "
" Rondout to New York, by river	85¼ "
Total,	208½ "

A variation of this route is by the Pennsylvania Coal Company's Washington Rail Road from Pittston, a central point in the Wyoming basin, to Hawley on the Delaware and Hudson Canal, 8 miles east of Honesdale. This is also an inclined plane and gravity road of 45 miles in length, on which there are 22 planes, and the net elevation overcome by them is 2,550 feet. We were unable to procure the necessary notes for a profile from the office of the Company, which will account for its not being found upon the map with the other works. The distance from Pittston is as follows, viz :—

From Pittston to Hawley, by rail	45 miles.
" Hawley to Rondout, by canal	100 "
" Rondout to New York, by river	85¼ "
	230¼ "

Since 1848, the Delaware and Hudson Canal Company's Rail Road has done a business ranging from 437,500 to 500,000 tons; and, since 1852, that of the Pennsylvania Coal Company's road has ranged from 426,164 to 500,000 tons. In the year 1855, the former has transported 528,000, and the latter 564,000 tons of coal, which are the largest quantities ever reached by either of these works. The estimated capacity of works of this character is 700,000 tons; but their steady workings, in connection with canal navigation, at about 500,000 tons, indicates that the estimate is not likely to be reached in practice; that these two rail roads, as well as the Delaware and Hudson Canal, have about reached their ultimate capacity in coal transportion, and that we may hereafter look to a continuous annual stream of this mineral along the route under view of from 1,000,000 to 1,200,000 tons. Such seems also the view of the Pennsylvania Coal Company, as they are now engaged in projecting a new rail road route across the country from Pittston to New York, a distance of about 140 miles. The country over which this proposed road will pass, loses none of the difficulties which govern the features of the present works of that Company; it also will be an inclined plane and gravity road with some 36 planes; a portion of it on the New York end, however, it is proposed to work with locomotives. Working over the same rugged country, and on the same principle with their present road, the same rule will govern its powers, except that it will have the advantage of being able to work in the winter, which may swell its ultimate capacity to 700,000 tons per annum.

Such are the main trunks for conducting anthracite coal to the seaboard. In 1856, there will be in active operation about 360 miles of canal and 470 miles of rail road engaged in this trade, besides the works on the Susquehanna and westward, and the numerous branches which ramify through the coal fields.

As there has been much discussion within the past six months as to the relative cost of transporting coal on several of these routes, it is proposed to examine that subject briefly, and with a single eye to obtaining correct and reliable results.

The transportation of coal by rail road being purely mechanical, should be as susceptible of correct mathematical deductions as such operations generally are; nevertheless, we find the attention of capitalists invited to numerous arrays of figures, which, on careful examination, will be found to produce very different results from the same proposition. There is too much speculation, too much theory, and too little fact brought to bear on the subject generally; and, indeed, the facts are not in the hands of all on which to base correct calculations, for, although the reports of various rail road companies are accessible to all, they are not unfrequently misunderstood by those who desire to make use of the statements, owing to some peculiarity in the system of accounts with which they are not familiar.

The calculation to which I am about to invite your attention is based on the workings of the Philadelphia and Reading Rail Road during the last five years. This is undoubtedly a great and accurate basis for calculation; it is the actual cost of transporting upwards of 9,000,000 of tons of coal 93 miles over a virtually level rail road, during a period which takes in the extremes of high and low prices of wages and materials. It is the cost of transporting the last half of nearly double that quantity, and the period has been marked by a careful separation of the cost of coal from other transportation, and by a more detailed and accurate system of accounts than is usual with rail road companies at the present day. The wear of rails, so far as it is due to coal tonnage, is included in the cost of working, and it is believed a fair average of that charge is embraced. The uncertainty of all calculations as to great results, which are based on small experiments, is well known in physical science. Whilst the reliable character of deductions which descend in the scale of magnitude is equally well understood; and, on this ground, the views which will be presented are entitled to especial reliance.

Previous to making use of this data, it is necessary to separate those charges which are due to running the trains per mile; those which are due to the transportation of coal per ton, independent of motive power, and those which are due to the repair and renewal of the road, &c. Instead of the last, two new headings will be found in the accompanying tabular statement, marked A. One of which is a charge to the tonnage "on which 10 per cent. is to be added for grades of 25 feet per mile" (and for higher grades in proportion), which is, the renewal of rails, raising and repairing track, &c., and is chiefly due to the increased weight passed over the road by the additional number of locomotives required to work on un-

dulating roads; and the other, "Constant charges per mile of road," such as police, and obstructions, or deteriorations from atmospheric causes.

Having divided these charges under suitable heads, they can be applied to any coal bearing rail roads, making due allowance for such grades as govern the loads of locomotives, and for this purpose I have prepared another tabular statement, marked B, in which the power of engines on various grades is given.

In considering the effect of grades on the cost of transportation, we not unfrequently see it stated, that it is the cost of running the engines alone, which is chargeable to grades; or, in other words, that this particular charge only is subject to an increase due to the decreased load, and that all others are in proportion to the tonnage.

However correct this view may be in its application to roads for the accommodation of promiscuous freight and passengers, it does not reach the peculiarities of those which are designed for the coal traffic, as all such roads must, and that before many years, be worked up to their full capacity, and their *ultimate capacity* is the important element in the calculation which seems to have been overlooked. It is evident that the measure of the capacity of a rail road is not so much the number of tons, as the number of trains which may be passed over it, and if from adverse grades, or other causes, the trains are reduced one-half in weight, the capacity of the road must be proportionably reduced, and the "cost and charges" per mile of road, are consequently doubled per ton carried, compared with a level road.

An eminent engineer, in a recent analysis of the cost of working several rail roads, gives the following figures as the cost of repairs and renewal, per mile, run by the trains:—

Baltimore and Ohio	23¾ cents.
New York and Erie	18¼ "
New York Central	21¾ "
Philadelphia and Reading	17¼ "

This is correct as regards the Reading, taking the entire movements of trains into view, but a larger figure is due to the coal trains on account of their greater weight. On the first three roads mentioned, there is not one-fifth the amount of tonnage passed that there is upon the Reading, and yet the repairs, per mile, run on the latter is the least, notwithstanding the great weight of a majority of its trains. This is owing to the constant charges decreasing per mile run, as well as per ton carried, as the business increases, and owing to the large business of the Reading; it will be seen that the full cost of repairs per mile run by trains is not sufficient to cover that charge on roads of lighter trade, and hence the error of making this

peculiar charge in proportion to the tonnage, as is usual with the advocates of undulating roads. It becomes, then, a matter of importance in comparing the cost of coal transportation by rail road, to first establish the ultimate capacity of the road in question, and to apply the constant charges to the proportion of its capacity which it is intended to estimate. In estimating this capacity, I again refer to the Reading; it was originally estimated by its engineer, that with two tracks it could carry 4,000,000 of tons annually to market. After reaching nearly two and a quarter millions, no reason is seen to doubt its power to accommodate the remaining one and three-quarter million; yet it would seem as if its limit with two tracks will be about that amount, as the numerous trains which will be necessary to accommodate so large a tonnage, and the increase of passengers and promiscuous freight resulting from it, will leave not more time between their passage than is necessary to keep the road in repair. I have, therefore, taken the capacity of a level double track rail road at 4,000,000 of tons, and as it is the trains, and not the tonnage which is the governing feature, it is evident that the capacity of a road will be in exact proportion to the load which a locomotive will carry over it.

By reference to the accompanying tabular statement, marked B, it will be seen that grades of 25 feet per mile against the trade, reduce it to 1,900,000; grades of 50 feet to 1,200,000 of tons, &c., and that the rate of decrease is much more rapid at the head than at the foot of the column.

I have taken the angle of friction at 25 feet per mile, which is more favorable for undulating roads than 22 feet, as occasionally used, and it is more nearly the standard of practice. The average load for a locomotive I have taken at 437 tons, which is the result of the last year's working on the Reading, and the best result thus far obtained on that road; at the same time, it must be admitted that rather better results than are shown in the statement may be attained for steep grade roads, by a peculiar adaptation of engines to the grades, but it will not amount to a great deal in the aggregate, or change the general truthfulness of the results.

The average work of the Reading for the five years was 1,816,813 tons per annum, or something less than half its ultimate capacity; the figures are, therefore, due to half the capacity of any other road which may be under consideration, *and all less quantities than the half capacity will be carried at greater cost.*

New rail roads and their machinery require for the first five to seven years of their existence, comparatively but little repairs, and it is quite possible, indeed it is usual for those who are engaged in conducting them, to be led by that fact to the belief that the cost of transportation is less than it afterwards proves to be. I am convinced that it is not safe to

anticipate more favorable results than are herein indicated, and shall be glad if the effect is to guard against too low charges for coal transportation.

Without troubling you with further details, but leaving those who may desire it, to follow me in the calculations from the data given, I respectfully submit the following as the cost of transporting coal on roads of various grades, exclusive of drawbacks, or of interest on capital:—

Level Roads—Average net load, 437.2 *tons.*

				Per mile.
Capacity, 4,000,000 tons.	No. of trains, 9,149.	Cost per ton, $\frac{65}{100}$ cents.
$\frac{1}{2}$ do. 2,000,000 "	" " 4,574.	" " $\frac{69}{100}$ "
$\frac{1}{4}$ do. 1,000,000 "	" " 2,287.	" " $\frac{75}{100}$ "

Grades of 22 *feet per mile—net load,* 233.5 *tons.*

				Per mile.
Capacity, 2,113,449 tons.	No. of trains, 9,149.	Cost per ton, $\frac{90}{100}$ cents.
$\frac{1}{2}$ do. 1,056,724 "	" " 4,574.	" " $\frac{92}{100}$ "
$\frac{1}{4}$ do. 528,362 "	" " 2,287.	" " $1\frac{04}{100}$ "

Grades of 25 *feet per mile—net load,* 205.7 *tons.*

				Per mile.
Capacity, 1,881,951 tons.	No. of trains, 9,149.	Cost per ton, $\frac{92}{100}$ cents.
$\frac{1}{2}$ do. 940,975 "	" " 4,574.	" " $\frac{99}{100}$ "
$\frac{1}{4}$ do. 470,488 "	" " 2,287.	" " $1\frac{13}{100}$ "

Grades of 50 *feet per mile, net loads* 128.8 *tons.*

Capacity 1,178,392 tons.	No. of trains 9,149.	Cost per ton per mile $1\frac{31}{100}$ cts.
$\frac{1}{2}$ do. 589,196 "	" " 4,574.	" " $1\frac{42}{100}$ "
$\frac{1}{4}$ do. 294,598 "	" " 2,287.	" " $1\frac{64}{100}$ "

Grades of 55 *feet per mile, net loads* 119.1 *tons.*

Capacity 1,089,646 tons.	No. of trains 9,149.	Cost per ton per mile $1\frac{38}{100}$ cts.
$\frac{1}{2}$ do. 544,823 "	" " 4,574.	" " $1\frac{50}{100}$ "
$\frac{1}{4}$ do. 272,411 "	" " 2,287.	" " $1\frac{73}{100}$ "

In applying these figures to the several routes, I shall assume that the cost of water transportation by the Delaware and Raritan Canal is $\frac{4}{10}$, and by river navigation $\frac{3}{10}$ of a cent per ton per mile. Charging those roads which have a change of motive power, with 10 cents per ton as an equivalent to that inconvenience, and considering them all working to $\frac{1}{2}$ capacity.

It will be observed that the charges for transportation on the canal do

not include repairs or lock tending, whilst the rail road charges cover all expenses except interest on capital. The results are as follows:—

By the Lehigh Valley and Belvidere Delaware.

95 miles of level road, at 69 per ton	65.55 cts.
Change of motive power	10.00 "
37½ miles of canal navigation, at $\frac{4}{10}$	15.00 "
34 miles of river navigation, at $\frac{3}{10}$	10.20 "
Cost per ton from Mauch Chunk to New York	100.75

By the Philadelphia and Reading Rail Road.

93⅓ miles of rail road, at $\frac{69}{100}$ per ton	64.39 cts.
Grade against the trade	1.86 "
43½ miles of canal navigation, at $\frac{4}{10}$	17.40 "
59½ miles of river navigation, at $\frac{3}{10}$	17.85 "
Cost per ton from Mt. Carbon to New York	101.50 "

By the Lehigh Valley and New Jersey Central Rail Road.

45¾ miles of level rail road, at $\frac{69}{100}$ per ton	31.56 cts.
Change of motive power	10.00 "
63½ miles of adverse grades of 22 feet, at $\frac{92}{100}$ per ton	58.42 "
12 miles of water, at $\frac{3}{10}$ per ton	3.60 "
	103.58 "

By the Delaware, Lackawanna and Western, and New Jersey Central Rail Road.

The first section of this route is about equivalent to a grade of 55 feet per mile against the trade, and as such I shall consider it, although a different system of working (which will not, probably, prove less costly) is anticipated by its projectors; so considered, its cost will be as follows, viz:—

83¾ miles of rail road grades 55 feet, at 1½ cts.	125.62 cts.
Change of motive power	10.00 "
47¾ miles of rail road grades 22 feet, at $\frac{92}{100}$ cts.	43.93 "
12 miles of water	3.60 "
Costs per ton from Scranton to New York	183.15 "

When this road is in full operation, and the tunnel finished, some 10 cents per ton may be saved by a different system of working from that contemplated in the estimate. I should also remark, that the intelligent engineer of the work estimates its capacity annually at 1,584,000 tons with a double track, and with a single track 693,000 tons. According to the

principles which have governed this report, its double track capacity is 1,089,646 tons, and its single track capacity 272,411 tons per annum; but it is possible that rather better results may be obtained by the local adaptations which have already been alluded to.

In looking over the working of the Reading Rail Road for a series of years, it is found that about $\frac{1}{8}$ of all the work in each year is done in one month of that year, and that the true measure of the capacity of a rail road engaged in the Anthracite trade, is what it can do in 210 working days; or, in other words, owing to the irregularity of the trade, all the work of a year could be done in that many days, were it possible so to concentrate it, and it is concentrated nearly in that proportion for some six months in each year. The number of loaded trains taken as the measure of capacity is in all cases 9,149, or one every 33 minutes for the full time of 210 days, of 24 hours each. We also find that the number of trains necessary to transport a given amount of coal over the main trunks leading to the seaboard, must have an additional number of $\frac{50}{100}$ allowed for the accommodation of passengers, promiscuous freight, and road business, as their necessary attendants. It will thus be seen that we have allowed for a train passing on each track every 22 minutes, and one over the road every 11 minutes for the time above mentioned, as the ultimate capacity of all double track rail roads; I think all will admit that this is enough, and I may be allowed to express the opinion that it can only be effected by a perfect system and a good quality of rails. If it were possible to pass trains so quickly in opposite directions over single track roads, their capacity would be half that of the double track, but, as it is not possible to do so, it has been taken at one-fourth.

Thus far we have been considering the effect of these new rail road projects on the trade of New York, at which point about one-fourth of the coal reaching Port Richmond finds a market, the remaining three-fourths is destined to other ports by sea-going vessels, and for this latter portion very different figures present themselves.

It will have been observed that one of these routes, which has its outlet by the Belvidere Delaware Rail Road, is not intended for the supply of sea-going vessels, but to work in connection with the Delaware and Raritan Canal, and, as I shall shortly show, it will draw its supply from a comparatively small coal-field. It is not, therefore (in my humble opinion), likely to become so great a thoroughfare for this mineral as its projection on paper would seem to indicate; the capacity of the canal I will not attempt to estimate.

It will also have been observed that the only new outlet for the supply of sea-going vessels, is by the New Jersey Central Rail Road, the ultimate

capacity of which is 2,000,000 tons. The cost of transporting coal to Elizabethport by this route is—

By one of its branches . . . . . 1.00 cts. per ton.
By the other branch . . . . . 1.79 " "

Whilst the cost to Port Richmond by the Philadelphia and Reading Rail Road is 66¼ cts. per ton. In this most important branch of the trade the Reading, therefore, can scarcely be considered as having a rival, and I would most respectfully invite your attention for a few moments to the sources from whence those several avenues will derive their traffic.

I am indebted to Henry W. Poole, Esq., Mining Engineer of Pottsville, for the following area of the several coal-fields and their respective drainage, and also for the very accurate boundaries of the coal which have been placed upon the map :—

NAME OF COAL-FIELD.	NATURAL DRAINAGE IN SQUARE MILES.			
	Lehigh River.	Schuylkill River.	Susquehanna River.	Total.
1st, or Southern field . . .	3	70	42	115
2d, or Middle field . . .	17	—	104	121
3d, or Wyoming field . . .	—	—	120	120
Totals	20	70	266	356

If we again arrange these areas according to their artificial drainage, or the channels along which their resources will flow to market, we have the following :—

NAME OF COAL-FIELD.	Eastward to N. York.	ARTIFICIAL DRAINAGE.			
		Lehigh.	Schuylkill.	Susquehanna.	Total.
1st, or Southern field . .		4	92	19	115
2d, or Middle " . .		17	42	62	121
3d, or Wyoming " . .	60	—	—	60	120
	60	21	134	141	356

It will thus be seen that 134 square miles of coal basins must have their outlet along the valley of the Schuylkill, whilst the Lehigh can claim tribute from only 21, and the Wyoming basin will only furnish 60 square miles for eastward transit, and it is now looked upon as well established, that the quantity of coal per square mile in those fields which are drained by the Schuylkill is much greater than either of the others. When we consider this fact, in connection with the low price at which it can be placed on board vessels by the Reading Rail Road, and the mountain range which separates the

Wyoming basin from the seaboard, it is evident that no rival works can take from it the commanding position which it now holds in the anthracite trade. Badly advised rivalries may occasionally arise tending to deprive it, as well as other works, of a portion of their legitimate revenue, but such occurrences can only be of short duration. The topography of the country is such as to forever debar the possibility of a work being constructed equal to it in capacity, either as to the extent or cheapness of coal transportation.

We occasionally see it gravely asserted that grades are of small importance on rail roads, but we have been reviewing an extended system, in which the capacity varies from 500,000 to 4,000,000 of tons per annum, and this variation is produced by grades. It is not the object of this report to draw unfavorable comparisons except just so far as is necessary to illustrate the subject. Yet we see the Pennsylvania Coal Company with a rail road capable of transporting 500,000 tons, now engaged in projecting a new road for a capacity of 700,000 tons, and thus looking ultimately to having two rail roads (which from their peculiar character will, at certain points, divide themselves into four), the joint capacity of which will be 1,200,000 tons. We have also seen, that whilst adverse grades of 25 feet per mile decrease the capacity one-half, they also increase the cost of transporting from $\frac{6}{100}$ to $\frac{9}{100}$ of a cent per ton per mile. This seems small, and may be of no very serious import on roads of small business, but on coal bearing roads it is applicable to large quantities. If we compare two roads, each 100 miles long, the one having grades of 25 feet per mile, and the other level, and the demands for transportation on each amount to 2,000,000 of tons per annum, the difference in favor of the level road is $600,000, or the interest on $10,000,000. But the level roads can do double the business of the others, and that with the same amount of motive power, so that, whilst the graded road is carrying its 2,000,000 of tons for net cost, the level road can, at the same prices, realize on its 4,000,000 of tons a profit of $1,200,000, or the interest on $20,000,000.

This communication has been prolonged greatly beyond its intended limits, and yet I must ask your indulgence, whilst I call your attention to a few figures indicating the movements of coal. Since the year 1851, the production of anthracite has been increasing with a considerable degree of regularity at the rate of 10 per cent. per annum, until it has reached, in 1855, 6,635,790 tons, and will attain 10,000,000 of tons in 1860. Nearly nine-tenths of this coal passes eastward, and the remainder has a westward movement. The movement west has been increasing more rapidly than that east in the period stated, yet the increase in the eastward

movement has been steady, and at a rate which indicates that it will demand means for the transit of 9,000,000 of tons in 1860.

In order to judge a little of the channels which will accommodate this movement, we will suppose that the two new avenues will together carry 300,000 tons in the year 1856, that they will increase in 1857 to 500,000 tons, and that they will conjointly swell up to a business of 1,300,000 tons in the year 1860, which is about what may be expected from them.

We will also suppose that the Reading will go on increasing at the rate of 10 per cent. per annum up to that time, and we have about the following as the tonnage in five years from date, viz:—

New roads to the North	1,300,000	tons.
Reading	3,500,000	"
Schuylkill Navigation	1,500,000	"
Lehigh "	1,500,000	"
Delaware and Hudson Canal	1,200,000	"
	9,000,000	"

I may state, in conclusion, that the Belvidere Delaware Road expect to derive some advantage by a peculiar construction of coal wharves at Trenton, by which the cost of dumpage will be saved. Should their experience prove such an advantage, your unimproved grounds at Richmond are well suited for similar arrangements. The Scranton interests are also looking to an advantage from the cheap mining of coal in their district; a similar advantage can be obtained for the Schuylkill region by a better way of reaching the middle coal-field, which is believed to be available.

Very respectfully,

Your obedient servant,

J. DUTTON STEELE.

A.

Statement of the Cost of Transporting Coal on the Philadelphia and Reading Rail Road, for five years, ending Nov. 30, 1855, including the Charges due to Transportation, Machinery, Roadway, and Renewal of Tracks.

TRANSPORTATION AND MACHINERY.

Year.	Tons carried.	Tons carried 1 mile.	Miles run by coal trains.	Charges due to running coal trains per mile.		Charges due to the transportation of coal per ton.		Charges to which 10 per ct. must be added for grades of 25 ft. per mile.		Constant charges.		Total charges.	Charges per mile run.	Charges per ton per mile.	Average weight of loaded trains.	Average weight of empty train.
				Total.	Per mile run.	Total.	Per ton per mile.	Total.	Per ton per mile.	Total.	Per mile of road.					
	Tons.	Tons.	Miles.	$	Cents.	$	Cents.			$	$	$	Cents.	Cents.	Tons.	Tons.
1851	1,650,270	143,352,630	852,039.80	475,163 23	55.77	229,006 52	0.160			59,393 18	625 19	763,562 93	89.617	0.5326	622	208
1852	1,650,912	143,042,263	857,030.72	441,457 54	51.51	236,194 95	0.165			63,396 03	667 32	741,048 52	86.468	0.5180	623	213
1853	1,582,248	134,984,358	782,883.03	456,524 93	58.04	229,200 88	0.170			67,121 00	706 53	752,846 81	96.164	0.5578	657	227
1854	1,987,854	166,232,209	923,452.82	585,555 79	63.41	346,469 89	0.208			75,928 06	799 24	1,007,953 74	109 151	0.6063	695	237
1855	2,212,783	190,732,102	993,921.35	569,336 75	57.28	316,978 16	0.166			99,391 31	1,046 22	985,706 22	99.172	0.5168	725	251
Transportation	9,084,067	778,343,562	4,409,327.72	2,528,038 24	286.01	1,357,850 40	0.869			365,229 58	3,844 50	4,251,118 22	480.572	2.7316	3322	1136
Average	1,816,813	155,668,712	881,865.54	505,607 65	57.20	271,570 08	0.1738			73,045 91	768 90	850,223 64	96.115	.5463	664.4	227.2

ROADWAY AND RENEWAL OF TRACKS.

1851	1,650,270	143,352,630	852,039.80	3,660 48	0.430	37,921 67	0.026	96,126 76	0.067	37.009 20	389 57	174,718 31	20.51	0.122	622	208
1852	1,650,912	143,042,263	857,030.72	6,302 61	0.735	39,191 51	0.027	98,508 41	0.069	42,263 44	444 87	186,265 97	21.73	0.130	623	213
1853	1,582,248	134,984,358	782,883.03	4,364 93	0.558	45,189 00	0.034	101,273 94	0.075	34,673 87	364 99	185,501 74	23.69	0.137	657	227
1854	1,987,854	166,232,209	923,452.82	9,689 96	1.049	67,197 90	0.040	132,017 63	0.079	45,392 74	477 81	254,298 23	27.55	0.153	695	237
1855	2,212,783	190,732,102	993,921.35	9,019 44	0.907	88,797 73	0.047	190,610 23	0.100	91,106 48	959 01	379,533 88	38.18	0.199	725	251
Roadway	9,084,067	778,343,562	4,409,327.72	33,037 42	3.679	278,298 01	0.174	618,536 97	0,390	250,445 73	2,636 25	1,180,318 13	131.66	0.741	3322	1136
Average	1,816,813	155,668,712	881,865.54	6,607 48	.736	55,659 60	0.0348	123,707 39	0.078	50,089 14	527 25	236,063 62	26.33	0.148	664.4	227.2
Total	9,084,067	778,343,562	4,409,327.72	2,561,075 66	239.69	1,636,148 41	1.043	618,536 97	0.390	615,675 31	6,480 75	5,431,436 35	6.12.23	3.473	3322	1136
Average	1,816,813	155,668,712	881,865.54	512,215 13	57.94	327,229 68	0.21	123,707 39	0.08	123,135 05	1,296 15	1,086,287 27	1.22.45	.6946	664.4	227.2

B.

Tabular Statement of the Effect of various Grades on the Load of Locomotive Engines of 42½ tons weight, including Tender, Fuel, &c.

Grade per mile.	Gross load, including engine, tender, and cars.	Gross load, exclusive of engine and tender.	Net load.	Ultimate capacity of a double track rail road.	Ultimate capacity of a single track rail road.
Level.	767.5	725.0	437.2	4,000,000	1,000,000
22 ft.	429.8	387.3	233.5	2,136,322	528,362
25 "	383.7	341.2	205.7	1,881,951	470,488
50 "	255.8	213.3	128.8	1,178,392	294,598
55 "	239.8	197.3	119.1	1,089,646	272,411
75 "	191.8	149.3	90.1	824,325	206,081
100 "	153.5	111.0	67.0	612,986	153,246
125 "	127.9	85.4	49.5	452,811	113,202
150 "	109.6	67.1	38.9	355,845	88,961
175 "	95.9	53.4	30.9	282,662	70,665
200 "	85.3	42.8	24.7	225,946	56,486
225 "	76.7	34.2	19.7	180,207	45,052
250 "	69.7	27.2	15.7	143,615	35,904
275 "	63.9	21.4	12.4	113,428	28,357
300 "	59.0	16.5	9.5	86,899	21,725

REPORT

OF THE

PRESIDENT AND MANAGERS

OF THE

PHILADELPHIA AND READING RAIL ROAD COMPANY

TO THE

STOCKHOLDERS,

JANUARY 12, 1857.

PHILADELPHIA:
MOSS AND BROTHER,
12 SOUTH FOURTH STREET.
1857.

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PRESIDENT.

R. D. Cullen.

MANAGERS.

Samuel Norris,
C. S. Boker,
G. W. Richards,
John Ashhurst,
Isaac R. Davis.

TREASURER.

Samuel Bradford.

SECRETARY.

W. H. McIlhenney.

TO

THE STOCKHOLDERS

OF THE

PHILADELPHIA AND READING RAIL ROAD COMPANY.

The Managers present the following statement of the business of the past year, and the Treasurer's general balance sheet of the affairs of the Company.

TRANSPORTATION AND INCOME ACCOUNT FOR 12 MONTHS ENDING NOVEMBER 30, 1856.

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.				DR.	CR.
			Receipts of the Road.				
			Travel 282,300, equal to 106,205 through Passengers				$288,426 97
			Freight on Merchandise, 198,885.9 Tons				348,699 48
			Freight on Coal, 2,088,903.03 Tons, @ 1.55 22-100 cents				3,242,458 16
			United States Mail				14,218 00
			Miscellaneous Receipts				19,939 42
							3,913,742 03
			Working Expenses:				
			Running Account.				
			Fuel, Wood, 23,274 Cords		$65,394 33		
			Cutting, Loading, &c.		25,394 30		
						$90,788 63	
			Coal, 51,021 Tons Anthracite			102,034 00	
			Oil, 43,950 Gallons			46,037 61	
			Tallow, Lard, Grease, and Cotton Waste			9,265 43	
			Wages of Engineers, Firemen, Conductors, and all hands			221,679 78	
			Tolls paid City and Norristown Rail Roads, &c.			9,762 06	
			Hauling Expenses on Broad Street			14,792 33	
			Hauling and assorting Cars at Schuyl. Haven		14,702 88		
			Do. do. do. Richmond		23,363 02		
			Do. do. do. Port Carbon		14,625 80		
						52,691 70	
			Paid for Coal lost by accidents			4,029 94	
			Do. use of Cars			11,244 52	
$425,310 55	$80,662 35	$63,537 06	Do. Sundries			7 183 96	
							$569,509 96
			Workshop Account.				
			Wages of all Machinists, Blacksmiths, Carpenters, Mechanics, &c.		288,582 15		
			Bar Iron, Steel, Blooms, &c.		41,931 57		

			Pig Iron for Foundry	20,359 91			
			Copper, Spelter, Tin, Lead, &c.	20,749 90			
			Timber and Lumber	19,141 75			
			Coal used in Shops, Anthracite	19,011 75			
			Do. do. Bituminous	3,121 12			
					412,898 15		
			Wheels, Axles, and Tires, made at Iron Foundry and Tilt-Hammer Shop		48,555 31		
			Hardware, Paints and Oils, Leather, Stone, Lime and repairs of Tools		17,990 15		
			Sundries, $3,889 18, Patent Rights, $6,250 00		10,139 18		
					489,582 79		
			Repairs of 141 Engines	233,571 82			
			Do. 4,798 Coal Cars	192,296 51			
			Do. 921 Merchandise Cars	25,662 03			
			Do. 58 Passenger Cars	18,901 15			
			Work at Depots, Stationary Engines, Wood Cutting, &c.	19,151 28		489,582 79	
				489,582 79			
394,082 71	48,926 44	46,573 64					
			Depot Account.				
			Wages of all hands		39,443 35		
			Do. Watchmen		17,444 95		
41,347 90	20,365 37	6,171 30	Pumping Water, Coal, Materials, and Horse Hire		10,996 27	67,884 57	
			Superintendence Account.				
			Salaries of all Officers, Agents, &c. on the Road	46,044 22			
			Stationery at all Depots and Offices do.	11,604 37			
92,176 32	6,408 99	9,015 83	Contingent Expenses, Salaries, &c. in Philada.	49,952 55		107,601 14	
			Lateral Roads, Expenses.				
4,348 22	23 55	20 18	Salaries of Agents, and other Expenses			4,391 95	
957,265 70	156,386 70	125,318 01	Carried forward,			1,238,970 41	3,913,742 03

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.			DR.	CR.
957,265 70	156,386 70	125,318 01	Brought forward,		1,238,970 41	3,913,742 03
			Roadway Department.			
			For Repairs and Renewal of			
			ROADWAY, 256.57 miles, Single Track.			
			Raising and Repairing Tracks . .	$73,394 94		
			Ballast and Broken Stone . . .	24,822 40		
			Clearing Side Ditches	11,393 22		
			Removing Slips	217 35		
			114,803 Sills	41,916 95		
			Timber and Lumber	4,099 96		
			Spikes and Nails	12,270 15		
			Chairs	19,325 08		
			Frogs	7,148 05		
			Switches	7,676 76		
			Sidings and Coal Shutes . . .	6,302 58		
			Tools and Hardware	6,369 64		
			Oil and Sundries	4,761 32		
160,305 16	25,585 97	33,807 27			219,698 40	
			BRIDGES.			
			Stone Bridges	1,217 76		
			Iron Bridges	1,333 18		
			Wooden Bridges	8,182 62		
			Farm and Road Bridges . . .	1,515 96		
10,115 12	1,020,80	1,113 60			12,249 52	
			BUILDINGS.			
			Passenger and Freight Depots . .	6,252 69		
			Engine Houses	987 70		
			Water Stations and Wood Sheds . .	4,675 61		
			Turning Platforms	171 70		

			Workshops	375 31		
11,188 17	1,394 41	1,571 57	Dwelling Houses	1,691 14		
					14,154 15	
			MACHINERY, &c.			
			Standing Machinery	5,007 08		
			Labor in Yards	4,122 44		
21,004 37	2,628 87	2,920 96	Expenses of all Engines used in this Departm't	17,424 68		
					26,554 20	
			RICHMOND WHARVES.			
			Trestle Work	7,151 85		
			Replanking	10,062 83		
			Shutes	2,834 94		
			Tracks and Switches	1,202 29		
30,508 20			Docks and Wharves	9,256 29		
					30,508 20	
			POLICE.			
			Watchmen at Bridges	4,238 33		
			Do. at Stations	1,954 40		
7,376 12	1,072 88	1,206 99	Do. at Tunnels and Crossings	3,463 26		
					9,655 99	
			SUNDRIES.			
			Clearing Ice and Snow	2,846 68		
			Repairing Telegraph	1,803 31		
			Law and Travelling Expenses	98 70		
			Coal	1,016 86		
			Sundries	549 90		
9,055 42	1,031 63	1,260 88	Superintendence, &c.	5,032 48		
					11,347 93	324,168 39
1,206,818 26	189,121 26	167,199 28	Or 1 57.43 cents per through Passenger.			
		189,121 26	" 95.09 " " Ton Merchandise.			
		1,206,818 26	" 57.77 " " Ton Coal.			
		1,563,138 80	Total Expenses, Working and Repairing the Road and Machinery . . . . Carried forward,			1,563,138 80
						3,913,742 03

TRANSPORTATION AND INCOME ACCOUNT—*Continued.*

			DR.	CR.
Brought forward,			1,563,138 80	3,913,742 03
Drawbacks and Allowances.				
Dumpage	$130,999 45			
Freight on Missing Coal	6,340 98			
Errors in Freight and Tolls Bills	268 91			
		137,609 34		
Motive Power on Lateral Rail Roads		19,337 74		
Rents and Ground Rents		22,350 52		
Rent of Coal Cars		29,983 34		
State, County, and City Taxes		2,925 40		
Insurance account		9,798 29		
Profit and Loss, Interest, Damages, and Sundries		39,213 08	261,217 71	1,824,356 51
Net Profit for the Year,				2,089,385 52
Interest on Bonded Debt.				
Coupons due 1st April, 1856, 1½ per cent. on 1850 and 1870 Bonds,	$3,339,600			
Less bought with Sinking Fund,	39,000			
	$3,300,600 3 mo's, @ 1½ per ct.	49,509 00		
Coupons, due 1st July, 1856, on 1860 6 per cent. Bonds	$2,830,800			
Less Converted	103,000			
	2,727,800 @ 3 p. ct.	81,834 00		
On 1860, 5 per cent. Bonds	753,600			
Less bought with Sinking Fund	24,000			
	729,600 @ 2½ p. ct.	18,240 00		
		100,074 00		
Coupons due 1st October, 1856, on 1850 and 1870 Bonds	$3,300,600			
Less bought with Sinking Fund	51,000			
	3,249,600 @ 3 p. ct.	97,488 00		

Coupons due 1st January, 1857, on 1860 6 per ct. Bonds	$2,727,800					
Less Converted	46,000					
		2,681,800 @ 3 p. ct.	80,454 00			
On 1860, 5 per ct. Bonds . .		729,600 @ 2½ p. ct.	18,240 00			
				98,694 00		
Coupons due 1st April, 1857	$3,249,600					
Less bought with Sinking Fund .	13,000					
	$3,236,600	3 mo's @ 1½ p. ct. . . .		48,549 00		
Total Interest for 1856 on Bonded Debt					394,314 00	
One Year's Interest on Bonds and Mortgages	$504,800					
Less paid off,	2,850					
	$501,950	@ 6 p. ct.			30,117 00	
Total Interest for the Year					424,431 00	
Renewal Fund.						
3 cents per 100 Tons on 482,211,336 Tons transported 1 mile during 12 months ending 30th November, 1856					144,663 40	569,094 40
Dividend Fund for the Year,						1,520,291 12
Which has been disposed of as follows, viz:—						
Dr. Balance of Interest account			$166,468 70			
Dr. Balance of Renewal Fund			120,883 75			
Suspense account to cover loss on open accounts			89,851 47			
				377,203 92		
Sinking Fund for Bonds issued in 1836, payable 1860,		25,000 00				
Do. do. in 1849, payable 1870,		75,000 00				
			$100,000 00			
July, 1856, Dividend on Preferred Stock, on $1,551,800 00 @ 4 pr. cent. in Cash						
Do. do. Common do. 9,631,622 64 do. do. do.			$447,337 51			
				547,337 15		
State Tax, 1856. Five per cent. on Jan. 1856 and July, 1856, Dividends				43,784 98		968,326 05
Balance of Dividend Fund, 1856,						551,965 07
Do. do. do. 1855,						3,880 29
						$555,845 36

A comparison of this account with the statement for 1855, shows the following results, viz:—

A decrease in Coal transported, .	124,389 $\frac{6}{2\,0}$ tons, or	5 $\frac{6\,2}{1\,0\,0}$ per cent.
Through Passengers	5,617 or	5 "
An increase in total Passengers .	4,683 or	1 $\frac{7}{1\,0}$ "
Merchandise . .	44,501 $\frac{7}{2\,0}$ tons, or	28 $\frac{8}{1\,0}$ "

In Receipts:

A decrease from Coal of . . .	$421,636 64, or	11½ per cent.
Passengers of . .	13,524 82, or	4½ "
An increase from Merchandise of . .	22,848 20, or	7 "
Sundries of . .	4,261 43	

In Profits:

A decrease from Coal of . . .	$424,697 25, or	17¼ per cent.
Passengers of . .	40,338 81, or	25 $\frac{8\,6}{1\,0\,0}$ "
An increase from Merchandise of . .	465 68	

The cost of transportation has increased 3 $\frac{3\,9}{1\,0\,0}$ cents per ton of coal carried, 31 $\frac{8\,9}{1\,0\,0}$ cents per through passenger, and decreased 12 $\frac{9\,1}{1\,0\,0}$ cents per ton of merchandise.

The increased expenses in the transportation of coal, have resulted as well from the diminished quantity carried, as from the extreme severity of the past winter. The effect of the intense cold upon the wheels, axles, and rails themselves, was such as to require additional expenditures in the repairs, and a large force was needed to free the track from snow and ice, and to prevent those accidents which so often occur when, from any cause, the running time cannot be maintained. The merchandise trains, in consequence of the larger quantity carried, ran, as has been seen, at a diminished rate of expense.

The gross number of passengers has increased, although the through passengers have diminished; and this, with the additional trains run, and presently referred to, has caused the increased expenditure in this department.

Including drawbacks and miscellaneous expenses, which were excluded from the preceding comparison, the net profits of the two years will compare as follows, viz:—

1855.—Gross receipts from all sources		$4,321,793 86
Drawbacks and expenses . .	$1,727,878 62	
Renewal fund . . .	149,482 48	
		1,877,361 10
Net profits		$2,444,432 76

1856.—Gross receipts		$3,913,742 03	
Expenses .	$1,824,356 51		
Renewal . .	144,663 40		
		1,969,019 91	
			1,944,722 12
Decrease this year			$499,710 64

This result can hardly be regarded as unforeseen. The last annual report did not express the anticipation of an increase of business. Indeed, rightly considered, the Managers feel that this statement should not be regarded as unsatisfactory. A year of great depression in that trade which is mainly the support of the Company, with a season of almost unexampled severity, has been passed through, and still net profits have been earned to an extent sufficient to pay a fair dividend to the proprietors. It sufficiently demonstrates that the work is able, under the most adverse circumstances, to equal, if not exceed, most of the great works of internal improvement.

By comparing the business of the present with that of a few antecedent years, it will be seen that

In 1854, the coal carried was . .	1,987,854 tons.
The net profits . . .	$2,010,438 21
In 1855, the coal carried was . .	2,213,292 tons.
The net profits . . .	$2,444,432 74
In 1856, the coal carried was . .	2,088,903 tons.
The net profits . . .	$1,944,722 12

The average rate of freight and toll was—

In 1854 . . .	$1 $63\frac{63}{100}$ per ton of coal carried.
In 1855 . . .	1 $65\frac{54}{100}$ " " "
In 1856 . . .	1 $55\frac{22}{100}$ " " "

And the percentage of expenses on the receipts was—

In 1854	44 per cent.
In 1855	$40\frac{1}{2}$ "
In 1856	$46\frac{3}{4}$ "

It may not be inexpedient to allude to some of the causes which have led to the diminution in the amount of coal transported during the past year. The business opened in the spring under great disadvantages, and the whole year has not been one of prosperity to the mining interest. Employed as they are in developing a leading source of the wealth of this great Commonwealth, it is a matter of regret that their capital and enter-

prise do not always meet their merited reward. No company connected with the carrying trade from any of the great coal regions, can fail to be more or less influenced by whatever injuriously affects the producer, and their true interests are now, and must ever be, intimately connected. By union of action and good-will, they can, without injury to the public, go far to secure to themselves and each other all that is sought by either—a fair return for capital, industry, enterprise, and risk.

In 1852 and 1853 there was no increase in production, and the amount sent from the mines was about equal to the consumption. In 1854 the demand greatly exceeded the capacity of the mines; high prices were suddenly established, and every interest connected with the trade prospered. This continued in 1855; but towards the close of that year the supply went beyond the demand, and the inevitable result, a great depression in price, ensued.

During this period, moreover, in other regions new rail roads were in progress and new mines being developed, all to commence operations early in 1856. Thus, in the spring, new sources of supply were opened, while the demand was insufficient for the production of the old ones. Exaggerated reports were circulated as to the quantity of coal that would be thrown into market by the new avenues, and the prices at which it could be supplied. A long and severe winter had created the not unreasonable expectation that a brisk and permanent demand would take place early in the spring. To meet it, coal was hurried to market with a view to forestall that expected from the new regions, and sales were forced at reduced prices, in the fear of greater depression. A very low rate of prices necessarily followed, and the dealers, and consumers, availing themselves of it, purchased in sufficient quantity to enable them to dictate their own terms during the remainder of the season. A wise and prudent concert of action, upon the part of those interested in the Schuylkill region, would, it is sincerely believed, have prevented some of these troubles; and more correct information as to the true condition of the new regions would have shown that there was no necessity for the heavy sacrifices that were made.

Pending this condition of things, a reduction of tolls took place, which, so far from being of any service, did but add to the mischief. It created an impression abroad that there might be another season of competition among the transporting companies, and dealers and consumers withheld their orders, in the anticipation of still lower rates. In the then state of the trade, the reduction could not benefit the miners—the only parties really suffering—as it was deducted from the price at tide-water, and it proved to be an unnecessary sacrifice of profit on transportation, without even increasing the consumption.

The effect of this reduction of tolls on the business of the road, was to reduce the average of freight and toll from \$1 65 $\frac{52}{100}$ per ton, in 1855,

to $1 55$\frac{22}{100}$ this year, equal to $10\frac{30}{100}$ cents per ton loss on the whole year's business.

The quantity of coal carried, was 124,389 tons less than in 1855. In part, this may be attributed to the great length of time during which the Delaware was closed by ice, and in part to a deviation from the usual difference in rate of toll by canal and railroad, which gave some advantage to shippers by the former, and withdrew business from the latter. To have remedied this by a corresponding reduction in freight and toll, would have disturbed the prices established in other regions, and possibly led to a general competition prejudicial alike to all. For this there was no inducement while sufficient coal at remunerating rates continued to pass over the railroad.

In the passenger traffic, compared with last year, there is an increase of 4,683 in the total carried, and a decrease of 5,617 in the number of through passengers, as already mentioned. This indicates a satisfactory increase in the local business, and the falling off in the through trade is attributable to the general decrease in the number of travellers, which has been experienced, during the past year, by most roads.

The through route to the Lakes has not drawn to it as much travel as its speed and distance undoubtedly merit. When it becomes more generally known, the advantages it offers to the merchant and traveller, cannot fail to secure for it a large share of patronage. The express train run during the past winter, at a great expense, to accommodate this anticipated traffic, has reduced the profit usually derived from this branch of the Company's business.

In merchandise there is a large increase in tonnage, without any corresponding increase of profit. This is owing to the fact that it consisted chiefly of lumber, from the railroads connecting at Auburn and Port Clinton, delivered at short distances from those stations. The demand for lumber for mining purposes, must lead to a great increase of this traffic upon these connecting roads. When extended to the supply of this city, it will make the transportation of lumber as valuable and important to this road as it is now upon some others. The through business to the Lakes, Canada, and the West, has made little progress, but when it is fully known, and appreciated, that the city of Philadelphia can now by these connections compete with New York for the trade of Canada and the West at the Suspension bridge, and at Elmira for the Lake trade, it cannot be doubted that the time will soon come when, by the exertions of her enterprising merchants, a full share of the vast commerce of those regions will be secured for this route.

The revenue of the year has been appropriated to the following purposes :—

Amount per Statement		$2,089,385 52
Less ordinary Renewal Fund		144,663 40
Net profits		$1,944,722 12
From which deduct payments for interest on Bonded Debt	$394,314 00	
Do. on Real Estate Bonds	30,117 00	
Total on Bonded Debt	$424,431 00	
Interest on other debts	166,468 70	
Balance of Renewal Account	120,883 75	
State Tax for 1856	43,784 98	
		755,568 43
Dividend Fund		$1,189,153 69
Out of which there has been paid on account of Stockholders—		
The year's Sinking Fund	$100,000 00	
4 per cent. Dividend in July	447,337 15	
And the Managers have declared a Dividend payable in Feb., of 4 per cent.	447,337 15	
		994,674 30
Surplus		$194,479 39
Add balance of Dividend Fund not appropriated last year		3,880 29
Total surplus		$198,359 68
Of which there has been carried to Suspense Account to meet estimated depreciation of assets	$89,851 47	
And the balance to credit of Reserve Fund	108,508 21	
	$198,359 68	
The Sinking Fund account consisted, on 30th November, 1855, of		$224,293 03
Out of which 2 per cent. Dividend was paid on 4th February, 1856		214,181 32
		$10,111 71
Add for Bonds bought in 1856		127,000 00
Balance 30th November, 1856		$137,111 71

Which not being equal to two per cent. on the Capital Stock, is reserved for future distribution.

In addition to the ordinary appropriation, there has been paid out of net income, the large sum of $120,883 70 for renewal expenses. This unusual expenditure has been occasioned by the difference between the weight of iron taken out, and that of the new rails for the thirty-five miles of track which have been relaid during the past year, by the higher price of iron and the increased cost of relaying.

The weight of new iron put in, was	$5,933\frac{67}{100}$	tons.
And of old rails taken out	$4,452\frac{40}{100}$	"
Excess	$1,481\frac{27}{100}$	"

The portion of the track removed this year, formed part of the road originally laid with 45 lb. rails, and which, from the lightness of the iron, had been used for the empty car trains. From the manner in which it had been placed upon the road, the second track crossed it at Reading and Phœnixville. By relaying it with heavy rails, and thus adapting it to the loaded trains, these dangerous crossings have been entirely avoided. Each train now maintains its own track, from end to end of the road, and the safety of passing trains has been secured. That so large a trade should, for so long a time, have passed these crossings in safety, is highly creditable to the general superintendence of the road, and the vigilance of its officers.

The wisdom of the policy adopted some years ago, of gradually relaying and widening the distance between the tracks, is daily demonstrated by increased efficiency and a marked decrease in the number of accidents. The relaying of the down track with new and heavy rails, is nearly completed, and so much of the up track with lighter ones, that by the end of 1858, the whole will be finished and the tunnels widened. Well tested improvements have been adopted, and by the use of proper stone ballast, the Road is protected from the influence of severe weather. When completed, it will be, in effect, a road with a new superstructure upon a firm old road-bed, requiring, for a long period, very small ordinary repairs.

The great difficulty in permanently maintaining the roadway of all railroads consists in the uncertainty as to the quality of new rails. From whatever cause this may arise, it is so great that the erection of mills to re-work the old rails has become to railroad companies not merely a question of economy, but almost one of necessity. During the past year rails were removed that had been in the track since the opening of the road, and others that had not been in use twelve months. A high first cost of rails is, therefore, a matter of little importance, provided it secures a corresponding superior quality. To do this, however, the manufacture must be conducted with a view to quality, rather than profit, which can

only be expected when the consumer is the manufacturer. Unless some arrangement can be made to have old rails re-worked under the immediate control of the Engineer of the Company, it may become expedient to erect, this year, a mill for the sole use of the Company. For profit, companies probably manufacture at a disadvantage; but, for consumption, experience has proved that machinery, wheels, &c., can be made at the shops, at Reading, at a cheaper rate than they can be purchased for elsewhere.

The General Balance Sheet of the Treasurer shows an increase compared with that for 1855, viz:—

On Construction Account, &c. . . .	$138,898 51
On Real Estate	20,072 60
Making a total added to the cost of the Rail Road	$158,971 11

A new stone bridge to replace a wooden one, at Schuylkill Haven, some new coal cars bought, and some necessary additions to existing permanent works, as explained in the Report of the Engineer, constitute the former, and the latter consists of some old liens paid off, and the purchase of some land at Reading to make room for the new junction with the Lebanon Valley Rail Road.

During the past year there have been the following changes in the financial position of the Company, viz:—

Capital stock has been increased by the amount issued to Stockholders for dividend of 4 per cent. last February		$428,362 64
And by stock issued for bonds converted . . .		149,000 00
Stock issued during the year		$577,362 64
Stock created by the Sinking Fund was on the 30th Nov., 1855 .	$224,293 03	
And is now, as already stated . .	137,111 71	
Deduct decrease		$87,181 32
Actual increase of Stock		$490,181 32
The Reserve Fund has been decreased by 4 per cent. dividend last Feb.	$214,181 32	
Less amount from this year's net profits	108,508 21	$105,673 11
Added to Capital		$384,608 21

On the other hand the bonded debt of the Company has been decreased

by conversion . . .	$149,000
" Sinking Fund . . .	127,000
Paid off	10,000
	$286,000
Real Estate bond paid off .	2,850
Total decrease	$288,850

And the amount of debts against assets has been increased, viz:—

Total liabilities		$2,379,292 22	
Deduct cash bills receivable, freight, and tolls due in December, and materials and payments on acc't of the business of 1857 . . .		$896,296 98	
		$1,482,995 24	
Total in 1855 .	$1,753,246 90		
Less same items .	535,273 44	$1,217,973 46	
		Increase	$264,021 78
		Decrease of debt this year is	$24,828 22

The increase of $264,021 78 consists mainly of an advance made to the Lebanon Valley Rail Road Company upon municipal bonds, which it is not deemed advisable to negotiate at present.

The Managers, in accordance with the resolution passed at the last annual meeting, have entered into an agreement with the Lebanon Valley Rail Road Company to guarantee a sinking fund established for the payment of bonds for $1,500,000 negotiated this year, by purchasing annually $50,000 of said bonds, and converting them into the stock of that Company.

Their works are now so far advanced that part of the road will be opened in March, and the whole in June next. This is later than was promised, but some sections have required more time to finish than was expected. Everything has been done in the most substantial manner to make it one of the best rail roads in the country. As the work progresses and the resources of the district through which it passes become better understood, the prospects for business improve, and great confidence is felt that the original estimate will be fully borne out, both with respect to its own local trade, and the amount of new business it will bring on to this road. To complete it, however, more means are required; and application has been made to this Company for further assistance. Considering the

large amount already invested in the work, and the importance of making it productive as soon as possible, the Managers recommend that further advances should be made for its completion, upon such terms and conditions as may best secure and promote the interest of this Company.

For the mutual benefit of both Companies it is desirable that the two roads should be worked conjointly, and before the opening of the Lebanon Road, it will be necessary for the Managers to make arrangements by lease or otherwise, for conducting the business in such a manner as shall be most beneficial to both.

Bonds of the Company, secured by mortgage, to a considerable amount, fall due in 1860, and it is the part of prudence to make such timely preparation for their payment as will prevent all inconvenience and embarrassment when they mature. Upon their payment, but one mortgage will remain upon the works of the Company, viz., the one securing the bonds payable in 1870, which will then become the first and only incumbrance. It is very probable that many of the holders of the bonds due in 1860 will be satisfied to exchange them for others, well secured and payable at a future day. In order to make such an arrangement in due time, and, if possible, in advance to exchange and adjust them, it may be advisable to confer upon the Managers authority, to be exercised at their discretion, to execute a new mortgage, in such form as they may deem expedient, to Trustees, to secure the issue of such new bonds as may be necessary for the purpose of redeeming those due in 1860. In authorizing the execution of such a mortgage, it will be for the stockholders to consider how far it would be advisable to extend its amount to such a sum as will enable the Company to secure, by bonds issued under it, the advance made, and to be made, to the Lebanon Valley Rail Road Company, and such other expenditures as they may authorize. If such a course is deemed advisable, the Managers would recommend that the new bonds be made convertible into stock at par, for it has been already seen that this privilege gives an increased value to the securities, and is in no way prejudicial to the Company.

The expenditure for construction for the next year will be small. A depot will be required at Reading, for the Lebanon Valley Rail Road passengers. It has also been proposed, at the suggestion of Councils of the city of Philadelphia, to make arrangements, by bridges, at several points, so that the railway shall not pass upon the same level with the streets and roads. This, it is suggested, shall be done at joint expense, and the Managers have cordially consented to such alterations, and will freely co-operate with the authorities of the city for that purpose.

While the great traffic brought into the city by all the lines of improvement adds daily to its wealth and population, it cannot be done without in some degree subjecting those using the streets near the depots, and along

which the road passes, to inconveniences and delays. These can be in a great measure avoided, and the risk of accidents, painful and often unavoidable, prevented, by the wise policy of those having the interests of the city in charge, in permitting the railroads to pass over or under the crowded thoroughfares. These improvements may lead to the necessity of some small expenditures under this head.

The time at which it will be advisable to commence the building of the depot on Broad Street has not yet been determined upon, although the increased business, and the inconvenience of the one in use, make it most important that it should not be long delayed.

The purchase of the Willow Street Railroad is still at the option of the Company, and the authority to the Managers to act in this matter, and also with regard to the Mount Carbon and Port Carbon Railroad, should be continued.

The Managers have to inform you that, Mr. John Tucker having tendered his resignation of the Presidency of the Company, a meeting of the Board was held on the 5th of November, and the Vice-President was elected to succeed him. The election of a new Manager in his place was deferred until this meeting. Mr. Tucker had been so long connected with the Company, was so perfectly acquainted with its interests and connections, and managed its concerns with so much zeal and ability, that his retirement will be a matter of regret to you, as it is to the Managers. When it is remembered what the Company was when he joined it, the difficulties through which he guided it, and the prosperity in which he leaves it, his abilities as an administrative officer, and his devotion to your interests, will be duly appreciated, as well as the uniform kindness and consideration for others, which enabled him, after a long course of power, to retire from his office with the good-will of all those with whom he had been associated.

By order of the Board of Managers.

R. D. CULLEN, *President.*

Office of the Philadelphia and Reading R. R. Co.,
Philadelphia, *January* 12, 1857.

Rail Road		$14,353,900 38			Stock, per report, Nov. 30, 1855	$9,051,266 87	
Depots		330,920 31			New Stock	577,362 64	
Locomotive Engines and Cars		3,073,105 71					$9,631,629 51
Real Estate		1,226,873 79			Preferred Stock		1,551,800 00
Telegraph Stock		19,380 00					
			$19,004,180 19		Sinking Fund Stock, per Report Nov. 30, 1855	$224,293 03	
Expended in 1856,					Less, distributed to Stockholders in January, 1856	214,181 32	10,111 71
Rail Road, for new sidings, &c.		10,148 52					
New Stone Bridges		59,369 48			Add 1870 Bonds converted	$103,000 00	
New Engines and Cars		28,435 96			" 1960 " "	24,000 00	127,000 00
New Depot Expenses		29,642 55					137,111 71
Real Estate		20,072 60					$11,320,541 22
Telegraph Stock		800 00					
Workshops		6,373 52					
New Engine House, Penn. Avenue		4,128 48	158,971 11				
				$19,163,151 30	Reserved Fund, 1854	$59,637 18	
					Reserved Fund, 1855	675,383 11	
Assets:—						$735,020 29	
Balance from Capital account		63,312 90			Less Stock Dividend, Jan. 1856	214,181 32	
Cash in Bank and on Call.	$280,103 87						520,838 97
Bills Receivable	78,246 25				Reserved out of Dividend Fund, 1856		108,508 21
Freight and Tolls Bills, receivable in Dec. 1856	186,811 22						629,347 18
	$545,161 34				Loans:—		
Less, Wages, Materials Bills, Drawbacks, and Due to Connecting Roads	164,214 42	380,946 92			5 per ct. Bonds, 1836-60, unconvertible	753,600 00	
					Bought with Sinking Fund	24,000 00	729,600 00
Stocks and Bonds held by the Company		612,718 15			6 " " 1843-60, unconvertible,		
Materials on hand, current business of the Road, and debts incurred for 1857		515,350 06			6 " " 1844-60, convertible	985,000 00	1,572,800 00
					Converted	96,000 00	889,000 00
Debts due to the Company incurred in current business	76,879 24				6 " " 1848-60, convertible	154,000 00	
Debts due to the Co. partly secured by Real Estate	930,666 63				Converted	19,000 00	135,000 00
Less probable loss	200,581 68	730,084 95	806,964 19		6 " " 1849-60, convertible	119,000 00	
				2,379,292 22	Converted	34,000 00	85,000 00
					6 " " 1849-70, and 1850, unconvertible,	3,339,600 00	
					Bought with Sinking Fund	103,000 00	3,236,600 00
							6,648,000 00

Liabilities.				
Bills Payable	$1,703,525 22			
Debts due by the Company	7,670 55			
		1,711,195 77		
Coupons to 1st Jan., 1857		150,813 00		
Interest on R. E. Bonds		6,568 35		
Sinking Fund Bonds, 1836–60 . . .		1,656 34		
Sinking Fund Bonds, 1849–70 . . .		17,936 63		
State Tax on Dividends, 1856		43,784 98		
Balance of Dividend Fund, 1856	$555,845 36			
Less paid on Account Construction, and carried to Capital Account . . .	108,508 21	447,337 15	2,379,292 22	
				$19,163,151 30

Bonds and Mortgages Real Estate, per Report, November 30, 1855	504,800 00		
Paid off	2,850 00		501,950 00
Balance to Debts and Assets Account			63,312 90
			$19,163,151 90

S. BRADFORD, *Treasurer.*

PHILADELPHIA, *January* 10, 1857.

RENEWAL FUND—1855-'56.

Dr. To New Railroad Iron—			
Used in Main Tracks, 5,933.67 Tons . . .	$391,021 26		
Less Old Railroad Iron taken up, 4,452.40 Tons .	186,518 75		
		$204,502	51
New Tracks—			
Laying 35.36 miles of New Tracks, complete .		21,486	55
Bridges—			
Repairing 4 Small Howe Bridges, Turnpike Bridge above Pottstown, Arching Small Bridge at Conshohocken, Side-walks Port Clinton Bridge .		6,333	99
Sundries—			
New Signals, New Transit Instrument, New Telegraph Line, Cost of Hauling and Handling all Materials, Superintendence and Office Expenses		17,024	10
Broken Car Account—			
Dr. Balance of Account		16,200	00
		$265,547	15
Cr. By 3 cts. per 100 Tons on 482,211,336 Tons, hauled one mile in 12 months, ending November 30, 1856		144,663	40
Dr. Balance paid out of net income account this year		$120,883	75

REPORT OF ENGINEER AND SUPERINTENDENT.

R. D. Cullen, Esq., President of the Philadelphia and Reading Rail Road Company.

SIR—

I beg to submit the following Report of the business and operation of the road in its various departments, for the past year, ending November 30th, 1856.

TRANSPORTATION DEPARTMENT

Is comprised in the annual statements, from A to O, made out in usual form, and appended hereto.

The express passenger train mentioned in my last annual report, has been continued during the whole year, having made 272 more trips between Philadelphia and Port Clinton than in 1855. Although from a change in its hours of starting and arrival, this train was passed over the road with some delay and inconvenience to our coal and other business, yet a satisfactory regularity and safety was attained in its movement, as well as in that of the other passenger and tonnage trains during the year.

A slight increase will be observed in the gross expenses of this department, notwithstanding the falling off in the coal and passenger business. This is caused by the additional cost of $11,419, for transporting 44,497 tons more of merchandise, by $10,110, expenses of continuing the express train during the winter, as already stated—and by the effects of the severe winter of 1855–56 upon our rolling stock, requiring extraordinary repairs to a greater extent than ever before experienced at that season.

"Repairs of Engines," (statement F,) have been chiefly affected by the latter cause. It is proper to state, however, that this account also includes the sum of $28,401, for rebuilding, and furnishing new boilers complete to seven locomotives; six of which were altered from old and inefficient "wood-burners," to first class coal burning engines, equal to new machines in power, economy and general efficiency.

Coal fuel has been still further introduced, in the tonnage transportation of the Road. Not only have our coal trains been hauled by engines using this economical fuel exclusively, but the greater portion of our merchandise train engines have also used it, performing their trips as regularly and satisfactorily as those consuming wood fuel.

The locomotives, cars, and rolling stock generally of the road are in good condition, and will be found well prepared for the opening of the spring business.

ROADWAY DEPARTMENT

Has materially increased in expenses, over last year. The main cause of this difference has been the inferior quality of the rail road iron laid down in the main tracks in 1855, a considerable portion of which required renewal during the year just ended. An improved chair fastening, which it is believed will secure greater ease to the track and passing machinery, has also added to the expenses of relaying tracks borne by this department; and its cost has been further increased by the sum of $9,312, expended on sills of better quality and more durable than those hitherto used.

An increase of force has also been made in laborers and watchmen, which has resulted in an improvement to the condition of the tracks; and in greater safety to the public, the employees of the road, and the property of the Company.

RENEWAL AND CONSTRUCTION DEPARTMENTS.

Rail Road Iron

New rail road iron used, 5,933.67 tons . . .	391,021 26
Less old iron taken up, 4,452.40 " . . .	186,518 75
Net cost of new rails,	$204,502 51

New Tracks.

35.36 miles of new main track, and 2.39 miles of sidings have been laid down during the past year, at Richmond, Philadelphia, Reading, Schuylkill Haven, and elsewhere; chiefly to accommodate our increasing freight business.

Buildings, Depots, &c.

A commodious Engine House, and Turn Table for passenger, freight and Philadelphia Branch Road engines, has been completed at Philadelphia; a new smith shop erected at Richmond; an engine house at Port Clinton, for express train and other engines; a new spur wharf at Richmond; new scales at same station; new reservoirs made at Mohrsville and Neversink, and that at Palo Alto completed; a reservoir well commenced, at Schuylkill Haven; additions to iron car and other shops made at Reading; sundry machinery added to workshops at same station and elsewhere; four Howe bridges rebuilt with iron girders; a turnpike crossing bridge built above

Pottstown; and sundry small offices, shops, and signal stations put up during year.

New Stone Bridges.

"Falls" and "Peocock's Locks" Stone Bridges have been completed; and have proved to be structures of extraordinary strength, and promise of durability. A new bridge, with iron girders over the canal, and stone arches over the River Schuylkill, has been commenced, and considerable progress made towards its completion, at Schuylkill Haven.

New Engines and Cars.

No new locomotive engines have been purchased in 1856, the rebuilding of the seven engines with new boilers as already stated, having been charged entirely to Transportation Department, and included in repairs of engines (State. F.).

40 eight-wheeled, and 7 four-wheeled wooden coal cars have been purchased; 11 eight-wheeled platform cars built for Renewal Department; and 4 through express cars (between Philadelphia and Elmira) made in the year ending this date.

I remain, Sir,

Your obedient Servant,

G. A. NICOLLS,

Engineer and General Superintendent.

READING, PENNA., November 30, 1856.

CONSTRUCTION ACCOUNT, 1856.

RAIL ROAD.

Details of Cost.

New tracks laid at Schuylkill Haven	$496 00	
Do. do. Auburn	65 00	
Do. do. Peocock Locks Bridge	90 00	
Do. do. Gahret's Quarry	190 00	
Do. do. Reading	1,673 40	
Do. do. Pottstown	309 00	
Do. do. Phœnixville	292 00	
Do. do. Port Kennedy	446 50	
Do. do. Pencoyd Iron Works	50 00	
Do. do. Philadelphia Branch Road	3,868 07	
Do. do. Nicetown	392 07	
Do. do. Port Richmond	1,736 00	
Transportation of materials, &c.	1,539 50	
	$11,147 54	
Less sidings charged to other parties	999 02	
		$10,148 52

DEPOTS.

Details of Cost.

Port Clinton engine house	$1,230 12	
Richmond smith shop	4,101 77	
Sundry small offices, shops, and signal stations	1,688 41	
New spur wharf at Richmond	4,958 24	
New scales at Richmond wharves	4,300 00	
Paving at Pottsville, Reading, and Philadelphia	1,681 20	
Well at Schuylkill Haven, new water tubs and pipes	1,088 70	
Reservoirs at Mohrsville and Neversink	3,536 94	
Gas-fitting at Pottstown and Richmond	1,163 35	
Experimental rafter	848 31	
Transportation of materials, &c.	1,935 00	
Addition to iron car shop, at Reading	983 58	
Engine house and pit for "Ariel," and office for foreman	808 30	
Addition to brass house at Reading	383 85	
Do. steam-hammer shop, at Reading	136 50	
New pumping machinery for Pottstown water station	798 28	
		$29,642 55

NEW STONE BRIDGES.

Details of Cost.

Falls Bridge	$8,466 87	
Peocock Locks Bridge	7,203 87	
Schuylkill Haven Bridge	35,343 74	
Transportation of materials, &c.	8,355 00	
		$59,369 48
Carried forward,		$99,160 55

CONSTRUCTION ACCOUNT—Continued.

Brought forward,			$99,160 55

NEW ENGINES AND CARS.

Details of Cost.

Work at 5 extra tenders for coal train engines		$2,569 08	
Making 4 express cars for through express business, complete		3,974 30	
Cost of 7 four-wheeled coal cars purchased	$1,260 00		
Do. 40 eight do. do.	17,000 00		
		18,260 00	
Do. 11 eight-wheeled "Platform" cars for "Renewal" Department		3,850 26	
Work on new wood car, manual labor, and hand cars		235 93	
		$28,889 57	
Less value of gearing made last year for eight-wheeled coal cars, used this year	$3,453 61		
Less payment on account of engines bought in 1855	3,000 00		
		453 61	
			$28,435 96

WORKSHOPS.

Details of Cost.

Machine for straightening rail road iron	$226 00	
New axle and screw-cutting lathes	1,670 53	
New car hoisting machine	706 65	
6 new patent hydraulic jack screws	715 00	
New cranes for machine shop	561 44	
New stationary boiler for Richmond	466 46	
Ruggle's patent rotating shears	575 00	
New hangers for Richmond shops	298 91	
New wheel gearing machine	273 82	
Wood machinery for Schuylkill Haven and Richmond	284 93	
Drill presses, screw cutter, buff wheels, shears, plate bending, and pulverizing machines	456 97	
New oil tanks for various stations	137 81	
		$6,373 52

NEW ENGINE HOUSE, PENNA. AVENUE.

Details of Cost.

Cost of work done this year	$3,653 48	
Transportation of materials, &c.	475 00	
		$4,128 48
Telegraph Stock		800 00
Total,		$138,898 51

STATEMENT A.

Business of Philadelphia and Reading Rail Road for the Year ending November 30, 1856.

TONNAGE.

Coal transported, tons of 2,240 lbs.	2,088,903
Merchandise transported, tons of 2,000 lbs. . . .	198,886
Materials for use of Road, including ballast, gravel, timber, rails, sills, cord-wood, stone, brick, iron, &c. &c., in tons of 2,000 lbs.	236,700
Total tonnage of Road for year on Main and Philadelphia Branch Roads, including weight of passengers, in tons of 2,000 lbs.	2,815,760
Total amount of coal transported to date, tons of 2,240 lbs. .	18,912,431
Total tonnage of Road to date, tons of 2,000 lbs. . .	24,969,494

PASSENGER TRAVEL.

Total number of passengers during year, Main Road .	282,300
Total number of miles travelled by same . . .	9,770,860
Equal to, in through passengers, over whole length of Road .	106,205
Total number of passengers to date, including Philadelphia Branch Road	2,556,055

RECEIPTS OF ROAD.

From freight and tolls on coal	$3,242,458,16
" freight on merchandise	348,699,48
" passenger travel	288,426,97
" transportation of U. S. Mail, express car, and other sources	34,157,42
Total Receipts . .	$3,913,742,03

Business of Philadelphia Branch Road, between Philadelphia and the Schuylkill Viaduct, for year.

Tonnage, ice, beer, stone, &c., tons of 2,000 lbs.	6,670
Passengers, total number	43,452

RECEIPTS.

From passengers	$2,607 28
" freight	1,378 94
" bridge tolls	613 86
	$4,600 08

STATEMENT B.

Expenses of Transportation Department for the Year ending November 30, 1856.

RUNNING ACCOUNT.

Wages of all engineers, conductors, firemen, brakemen, &c.	$221,679 78	
Wood, 23,274 cords	65,394 33	
Loading, unloading, and cutting wood,	25,394 30	
Oil, 43,950 gallons	46,037 61	
Tallow, lard, grease, and cotton waste	9,265 43	
Tolls paid Norristown and City Rail Roads, and expenses in Broad Street	9,762 06	
Coal fuel for locomotive engines, 51,020 tons	102,034 00	
Allowances for use of coal and freight cars	11,244 52	
Water rent at Palo Alto	1,608 02	
Sundries	5,575 94	
		$497,995 99

WORKSHOP ACCOUNT.

Wages of all machinists, blacksmiths, carpenters, and mechanics	$288,582 15	
Bar iron, steel, blooms, &c.	41,931 57	
Iron castings,	20,359 91	
Copper, spelter, tin, lead, &c.	20,749 90	
Timber and lumber	19,141 75	
Anthracite coal for shops, &c.	19,011 75	
Bituminous " "	3,121 12	
Hardware, files, tools, paints, &c.	17,990 15	
Wheels for cars, engines, and tenders	27,903 73	
Axles " " "	14,849 83	
Tires for engines	5,801 75	
Patent rights	6,250 00	
Sundries	3,889 18	
		$489,582 79
Amount carried forward,		$987,578 78

Amount brought forward,		$987,578 78

DEPOT ACCOUNT.

Wages of all hands . . .	$39,443 35	
Wages of all watchmen . . .	17,444 95	
Pumping water, coal, materials, horse feed, and sundry expenses . . .	10,996 27	
		$67,884 57

SUPERINTENDENCE ACCOUNT.

Salaries of all officers, clerks, and agents .	46,044 22

OFFICE ACCOUNT.

Stationery, printing, advertising, fuel, furniture, and sundries . . .	11,604 37

LATERAL ROADS EXPENSES.

Salaries of agents, use of engines, &c. .	4,391 95
	$1,117,503 89

STATEMENT C.

Division of Expenses of Transportation Department for 1856.

		Average rate.	
Transportation of Coal from Coal Region to Richmond, Philadelphia, and other points, Statement H (tons of 2240 lbs.) . . .	2,088,903	35.21	$735,486 79
Transportation of Merchandise between Pottsville, Reading, Philadelphia, and other points, Statement L (tons of 2000 lbs.) . . .	198,885	67.85	134,948 32
Transportation of Through Passengers between Pottsville and Philadelphia, Statement K (No.)	106,205	100.42	106,653 95
Expenses of Transportation of Coal over Philadelphia Branch, and Norristown Rail Roads, and in Philadelphia			24,894 06
Superintendence, including salaries of all officers, clerks, &c.			46,044 22
Wages of all Watchmen at Wharves, Depots, and Switches			17,747 95
Expenses of Delivering Coal and Merchandise, and hauling Cars for all purposes at Reading and other Depots			13,104 00
Office Expenses, Stationery, Printing, Fuel, &c.			11,844 04
Allowances for use of Coal and Freight Cars .			11,244 52
Patent Rights paid during year . . .			6,250 00
Salaries of Agents, and Expenses on Lateral Roads in Coal Region			4,391 95
Sundry Expenses, Express Engines, Extra Trains, &c. &c.			4,894 09
		Total	$1,117,503 89

STATEMENT D.

Number of Engines, Cars, &c., upon the Philadelphia and Reading Rail Road, November 30, 1856.

LOCOMOTIVE ENGINES.

120	First Class	Engines.
14	Second "	"
4	Third "	"
3	Fourth "	"
141	Total.	

COAL CARS.

1	Eight-wheeled	Iron Coal Car.
471	"	Wooden Coal Cars, besides 100 used by Company, owned by other parties.
2,948	Four-wheeled	Iron Coal Cars.
1,378	"	Wooden Coal Cars, besides 609 used by Company, owned by other parties.
4,798*	Total.	

CARS FOR FREIGHT AND GENERAL USE.

126	Eight-wheeled	Covered House Cars.
47	"	Box Cars.
134	"	Open Platform Cars.
183	Four-wheeled	Covered House Cars.
431	"	Open Platform, Box, and Dumping Cars.
921	Total.	

PASSENGER CARS.

39	Eight-wheeled	Passenger Cars.
12	"	Baggage Cars.
7	"	Mail and Express Cars.
58	Total.	

* 2 Iron, and 194 Wooden Four-wheeled Coal Cars were rebuilt into 137 Eight-wheeled Wooden Coal Cars, during year.

In addition to the foregoing, the Company own:—

2 Small Passenger Cars for use of road.
11 Stationary Engines, from 4 to 60 horse-power for driving machinery.
12 Steam and Water-power Engines, for pumping at water stations, sawing wood, &c.
2 Portable Wood Cutting Steam Engines, at Port Carbon and Richmond.
6 Snow Ploughs.
1 Dredging Machine.
40 Carts, Wagons, and Drays, for hauling Wood, Timber, Merchandise, &c.
73 Horses, for hauling in Philadelphia, Richmond, and elsewhere.

STATEMENT E.

Table of Names, Weights, Makers, Condition and present Duty of all Locomotive Engines owned by the Philadelphia and Reading Rail Road Company, November 30, 1856.

Names.	Class.	Weight.	Maker.	When first ran.	Miles Ran. Past Year.	Miles Ran. Total to Date.	Condition and Duty.
Atlas	1st.	27.0	Baldwin, Philadelphia.	April 1846	14,254	173,361	At work, Falls Grade.
Hercules	"	27 0	do do	" "	16,195	162,963	In shop, under repair.
Texas	"	22.4	do do	" "	14,392	189 391	At work, Philadelphia Branch Road.
Kentucky	"	22 4	do do	" "	2,673	163 935	At Palo Alto, in order.
Princeton	"	22.4	do do	May "	10 284	174 749	At work. Falls Grade.
Montezuma	"	22 4	do do	July "	11,216	170.719	In shop, under repair.
Warrior	"	22.4	do do	May "	4,331	175.473	do do
Pocahontas	"	23 4	Rebuilt by do do	Aug. 1855	19,087	23.906	At work, Freight Train.
Alabama	"	22 2	do do	April 1846	7.960	177.326	do Wood Train.
Indiana	"	21 9	do do	" "	10.507	179.961	do Roadway Department.
Washington	"	22.4	do do	June "	10.946	180.503	In shop, under repair.
Rio Grande	"	21 3	do do	July "	10.483	175.405	do rebuilding.
United States	"	18 8	do do	" 1844	10,228	187.440	At work, Wood Train.
New England	"	19.7	do do	" "	12.478	194.158	do Lateral Roads.
New York	"	19.1	do do	Aug. "	11,229	197.014	In shop, rebuilding.
Ontario	"	19 1	do do	" "	12 580	208.833	At work, Schuylkill Haven.
Virginia	"	19.1	do do	Sept. "	27.823	223 035	In shop, under repair.
Niagara	"	19.6	do do	April 1845	11.212	184 930	At work, Roadway Department.
Pacific	"	19 5	do do	" "	11,586	174.459	do Richmond.
Independence	"	19 5	do do	May "	6 214	190 016	do Roadway.
Oregon	"	19.5	do do	" "	12.564	163.913	do do
St. Lawrence	"	19 5	do do	June "	9.481	173.820	do Richmond.
Constitution	"	19.5	do do	" "	8,247	155 709	do Wood Train.
Champlain	"	20 1	do do	Sept. "	10.131	169.790	do Richmond.
Hudson	"	21 2	do do	Oct. 1844	10,744	193.017	In shop, under repair.
Dauphin	"	23.7	do do	" 1850	12.639	107,193	At work, Falls Grade.
Baltic	"	22.9	do do	" "	11,466	106.428	do do
Perry	"	23.8	do do	" "	10 493	99 157	do Philadelphia Branch Road.
Humming Bird	"	24 6	do do	April 1855	22,986	37 903	do Passenger Train.
Blue Bird	"	24.6	do do	May "	20,596	31 937	In shop, under repair.
Seminole	2d	13.1	do do	Feb. 1840		173,657	Used for Pumping.
31 in all.			Built and Rebuilt by Baldwin, Philadelphia.				

Baltimore	1st	27.5	Ross Winans, Baltimore.
Maryland	"	27 5	do do
Delaware	"	27.5	do do
Ohio	"	27.5	do do
Patapsco	"	24.6	do do
Minnesota	"	22.5	do do
Georgia	"	24.1	do do
Louisiana	"	23.9	do do
Iowa	"	25.4	do do
Wisconsin	"	25.2	do do
New Jersey	"	25.5	do do
Mississippi	"	26.5	do do.
Connecticut	"	26 5	do do
New Hampshire	"	26 5	do do
Utah	"	26.2	do do
Chippeway	"	26.7	do do
Monongahela	"	27.2	do do
Tamaqua	"	27.2	do do
Saranac	"	27.0	do do
Susquehanna	"	27.0	do do
Colorado	"	27.0	do do
Narragansett	"	27.0	do do
Penobscot	"	27.0	do do
Kennebeck	"	27.0	do do
Nebraska	"	27.0	do do
Santee	"	27.0	do do
Shenandoah	"	27.0	do do
Cumberland	"	27.0	do do
Potomac	"	27.0	do do
Savannah	"	27.0	do do
Yellow Springs	"	26.7	do do
Arkansas	"	26.7	do do
Rausch Gap	"	26.7	do do
Pottsville	"	26.7	do do
Rhode Island	"	26.7	do do
Harrisburg	"	26.7	do do
Germantown	"	26 7	do do
Lexington	"	26.7	do do
San Francisco	"	26 7	do do
Ashland	"	26.7	do do
Mount Vernon	"	26.7	do do
Buffalo	"	27 2	do do
Richmond	"	27.2	do do
Panama	"	27 2	do do
Wilmington	"	27.2	do do
Charleston	"	27 2	do do
Albany	"	27.2	do do
47 in all.			Made by Ross Winans, Baltimore.

June	1847	12.776	138.799	At Reading, in order.
Sept.	"	13.426	125.291	In shop, under repair.
"	"	4.046	128.293	At Reading, in order.
"	"	7.062	127.301	do do
Oct.	1850	17.033	108.625	At work, Coal Trade.
Nov.	"	21,996	94.596	do Freight Train.
Oct.	"	4.076	98.541	At Reading, in order.
Nov.	"	11,096	110.389	In shop, under repair.
Oct.	1851	5 247	69,443	At Reading, in order.
Nov.	"	8.673	72.300	do do
March	1852	14,706	90.588	At work, Coal Trade.
May	"	18,517	98,433	do do
"	"	14.418	79.386	do do
June	"	17,465	90.338	do do
"	"	20,040	93.411	In shop, under repair.
April	1854	18 013	52.717	At work, Coal Trade.
March	"	17,784	56,304	In shop, under repair.
"	"	17 063	56.902	At work, Coal Trade.
"	"	15.123	53 035	In shop, under repair.
April	"	17.689	57.312	At work, in Coal Trade.
"	"	14 346	48.320	do do
"	"	15.667	49.342	do do
May	"	14 031	41.021	In shop, under repair.
"	"	14 608	45 262	At work, Coal Trade.
"	"	20 458	53.347	do do
"	"	12,724	40.575	do do
June	"	15,828	46.852	do do
"	"	14.923	47.792	do do
"	"	17,455	46.906	do do
"	"	23.174	54.112	do do
January	1855	20.305	37.017	do do
March	"	15 960	31.812	do do
"	"	19,303	34,130	do do
"	"	16,677	32.580	do do
April	"	16 475	31.093	do do
"	"	15.775	27.667	do do
"	"	16 328	31.924	do do
"	"	17,771	32.095	do do
"	"	18,122	33.695	do do
"	"	15.632	30,173	do do
"	"	16.153	29.695	do do
"	"	16.344	30 274	do do
"	"	18 735	32.670	do do
May	"	16.476	28.153	do do
"	"	16.869	29.041	do do
June	"	18 967	29.586	do do
"	"	18,060	29,079	do do

STATEMENT E—*Continued.*

Names.	Class.	Weight.	Maker.	When first ran.	Miles Ran. Past Year.	Miles Ran. Total to Date.	Condition and Duty.
Mohawk	1st	20.7	Norris, Schenectady.	Oct. 1850	10.147	110 744	At work, Passenger Train.
Genesee	"	20.7	do do	" "	7,661	115,200	do do do
2 in all.			Made by Norris, Schenectady.				
Octorara	1st	28.9	Reading Rail Road Company.	May 1853	23.211	82.316	At work, Coal Trade.
Metamora	"	28 9	do do	June "	22 992	85 917	do do
Aramingo	"	28.9	do do	July "	19.569	74 900	do do
Wissahickon	"	28.9	do do	Aug. "	23.489	78 877	do do
Camanche	"	29.0	do do	Sept. "	22 594	77.041	do do
Seneca	"	28.9	do do	Oct. "	21.929	77.703	do do
Tecumseh	"	27 9	do do	Nov. "	19.703	71.001	In shop. under repair.
Alleghany	"	23.9	do do	Nov. 1851	24.827	101.014	At work, Freight Train.
Wyomissing	"	26.9	do do	July 1852	20 456	85 690	do Coal Trade.
Pawnee	"	26 9	do do	Aug. "	22 415	85.927	do do
Swatara	"	26.9	do do	" "	17.896	82 532	do do
Perkiomen	"	26 9	do do	Sept. "	21 145	81.404	do do
Tennessee	"	27 9	do do	Nov. "	20 211	86 639	do do
Powhattan	"	27.9	do do	" "	17.794	77.2-0	do do
Scioto	"	27.9	do do	Nov. 1854	24.220	52,869	do do
Wabash	"	27.9	do do	" "	18.258	45 107	do do
Juniata	"	27.6	do do	June 1855	25 525	39.518	do do
Illinois	"	29.6	do do	May 1852	16 512	92 737	do Passenger Train.
Michigan	"	30.0	do do	June "	19 213	90 489	do Market Train.
Wyoming	"	19.6	do do	Feb. 1847	19,121	145.936	do Lateral Roads.
Palo Alto	"	20 8	do do	May "	11 407	153 362	do do
Monterey	"	19 9	do do	June "	13 173	136.473	do do
Saratoga	"	19 2	Rebuilt by do	" 1842	10.623	168 253	do Schuylkill Haven.
Mahanoy	"	20.5	do do	" 1856	10 394	10 394	do Lateral Roads.
Atlantic	"	20.1	do do	Aug. 1844	8.634	163 061	do Richmond
Philadelphia	"	21 9	do do	April 1854	6.999	32.297	In shop, under repair.
California	"	21.5	do do	May 1848	15.772	126.775	At work, Lateral Roads.
Chesapeake	"	20.1	do do	March 1847	11.448	118.242	In shop, under repair.
Florida	"	23.7	do do	Sept. 1855	17.823	22.548	do do
Amazon	"	25 2	do do	June 1856	9.130	9.130	do do
Empire	"	25 8	do do	July "	8,349	8,349	At work, Freight Train.
Yorktown	"	25 5	do do	Nov. "	614	614	do Lateral Roads.
Columbus	"	22.4	do do	" "	148	148	do Coal Trade.
Reading	2d	17 2	do do	Oct. 1842	10,567	199 065	do Roadway Department.
Schuylkill	"	14.7	do do	July 1843	7.959	132.819	At Richmond, in order.
Osceola	"	14.8	do do	Aug. "	2,831	119,404	At work, Port Clinton.

Huron	2d	14.8	Rebuilt by Reading Rail Road Company.	Aug.	1843	186	113 900	In shop, under repair.
Erie	"	14 8	do do do	"	"	3.288	124.839	At work, at Reading.
Ontalaunee	"	14.6	do do do	July	"	4.795	123.939	do at Phœnixville.
Tuscarora	"	13.8	do do do	June	1855	5 734	8,371	do at Reading
Shamokin	"	14.1	do do do	Nov.	"	10 905	11.523	do Lateral Roads.
Gowan and Marx	"	13.8	do do do	Aug.	1856	1,624	1 624	do Reading.
Buena Vista	"	19 1	Made by do do	April	1848	2 233	107.668	do Roadway Department
Vera Cruz	"	18.9	do do do	"	"	8.195	159 948	In shop, under repair.
Antelope	3d	9.3	Rebuilt by do do	June	1838	4 014	193.814	At work, Roadway Department.
Stag	4th	14 6	do do do	Feb.	1851	9,026	80.568	do do
Ariel	"	8.3	do do do	Aug.	1856	2.854	2 854	At Reading, in order.
Witch	"	8.5	do do do	Nov.	1855	11,090	11,523	At work, Lateral Roads.
48 in all.			Built and Rebuilt by Reading Rail Road Company.					
Maine	1st	21.6	Boston Locomotive Works.	July	1849	9,824	126,409	do Wreck Train.
Carolina	"	18.8	New Castle Company.	April	1846	11.593	129 077	In shop, rebuilding.
Missouri	"	18.8	do do	Aug.	"	5,974	143,175	do do
2 in all.			Made by New Castle Company.					
Auburn	"	26.4	Norris, Philadelphia.	July	1854	24 247	60.349	At work, Passenger Train.
Elmira	"	27 8	do do	"	"	25 631	63 285	do do
Manatawny	2d	13 8	do do	Oct.	1842	16 381	240.557	do Valley Passenger Train.
America	"	13.4	do do	"	"	17,879	218,941	do Philadelphia Branch Road
4 in all.			Made by Norris, Philadelphia.					
Engineer	3d	8.8	Braithwaite & Co., London.	May	1838	2,982	180 411	At Schuylkill Haven, in order.
Rocket	"	8.5	do do	"	"		179.713	Roadway Depart., used for pumping.
Planet	"	8.5	do do	"	"	1,160	166,334	At work, Reading.
3 in all.			Made by Braithwaite & Co., London.					
Cambridge	1st	25.5	Davenport, Bridges & Kirk, Cambridgeport.	June	1850	7,045	89,595	At work, Market Train.
Pine Grove	"	22.5	Danforth, Cook, & Co., Patterson, N. J.	Feb.	1855	26,830	45,973	do Passenger Train.
Taunton	"	24.7	Taunton Locomotive Works.	July	"	23 386	29.498	In shop, under repair.

CONDENSED TABLE,

Showing Condition and Employment of all Engines owned by the Philadelphia and Reading Rail Road Company.

How Employed.	1st Class.	2d Class.	3d Class.	4th Class.	Total.
In daily use, in good order, on Reading or Lateral Roads	90	10	2	2	104
In workshops, under repair	19	2			21
In good order, ready for use	7	1	1	1	10
Out of use, rebuilding, &c.	4	1	1		6
Total	120	14	4	3	141

STATEMENT F.

Work and Repairs of all Locomotive Engines owned by the Philadelphia and Reading Rail Road Company, for the year ending November 30, 1856.

Miles Ran.

How employed.	Classes.				Total.
	1st.	2d.	3d.	4th.	
Reading Rail Road Transportation Department .	1,541,539	47,403	4,173	12,641	1,605,756
Reading Rail Road Roadway Department . .	27,018	8,783	3,901	8,761	48,463
Reading Rail Road Renewal, &c. Department .	57,021	7,201			64,222
Total Reading Rail Road .	1,625,578	63,387	8,074	21,402	1,718,441
On Lateral Roads in Coal Region	189,690	29,190	82	4,914	223,876
Total	1,815,268	92,577	8,156	26,316	1,942,317

Total number of tons hauled 1 mile, exclusive of engine and tender 482,211,336
Average weight of loaded Coal trains down, " - 710
" " empty Coal trains up, " . 248
" " Passenger trains, " . 54
All tons of 2,000 lbs.

COST OF REPAIRS OF ENGINES.

Wages of all mechanics	$130,021 58
Materials, iron, steel, brass, &c.	84,085 92
Superintendence, tools, paints, &c.	19,464 32
	$233,571 82

Total number of miles ran by all engines owned and used by Company, from May, 1838, to November 30, 1856 . 17,930,987
Total number of tons hauled 1 mile, between same dates, 4,281,178,195

STATEMENT G.

Cost of Repairs and Renewals of Coal, Freight, and Passenger Cars, on the Philadelphia and Reading Rail Road, for the year ending November 30, 1856.

COAL, FREIGHT, AND WOOD CARS.

Wages of all mechanics	$119,678 89
Timber, iron, steel, and all metals	78,465 24
Superintendence, tools, paints, oils, &c.	19,814 41
Total . . .	$217,958 54

COST OF REPAIRS OF PASSENGER CARS.

Wages of mechanics	$8,978 05
Iron, steel, timber, &c.	7,560 46
Superintendence, tools, paints, varnish, &c. . . .	2,362 64
Total . .	$18,901 15

STATEMENT H.

Items of Cost, in detail, of Hauling Coal, on the Philadelphia and Reading Rail Road, for the year ending November 30, 1856.

Per round trip of 190 miles, from Coal Region to Tidewater, and back with empty cars; transporting average loads of 412 Tons of 2,240 lbs. each Train.

Items of Cost.	No.	Description.	Average rate.	Amount.
Wages of Engineers	2	Days.	3.00	6 00
" Firemen	2	"	1.75	3 50
" Conductors	2	"	1.65	3 30
" Brakemen and Signalmen	6	"	1.60	9 60
Anthracite Coal for Fuel, including firing up, &c.	9.2	Tons.	2.58	23 74
Oil for Engine and Tender, including Lamps	2.84	Galls.	1.35	3 83
Oil and Grease for Cars	412	Tons.	1.5	6 18
Repairs of Engine and Tenders	190	Miles.	12.5	23 75
" of Coal Cars	412	Tons.	9.2	37 92
Supplying Water	17	M. Galls.	.6	1 02
Wood for Kindling, &c.	0.5	Cords.	4.30	2 15
Assistant Engines at Falls Grade	412	Tons.	1.4	5 77
Car Couplers, Timekeepers, Dispatchers, and Turning Crews	412	"	1.6	6 59
Allowance for Engines laying over, Assistant Engines, and all other contingent expenses	412	"	2.87	11 82
Equal to 35.2 cents per ton.				$145 17

All the Coal Transportation of the Road, for the past year, has been performed by Locomotives using Anthracite Coal, exclusively, for Fuel.

STATEMENT K.

Items of Cost, in detail, of running Passenger Trains on the Philadelphia and Reading Rail Road, for the year ending November 30, 1856.

USING WOOD FUEL EXCLUSIVELY, PER DAILY TRIP OF 93 MILES.

Items of Cost.	No.	Description.	Average rate.	Amount.
Wages of Engineer	1	Day.		2 67
" Fireman	1	"		1 47
" Conductor	1	"		2 12
" Baggage Master	1	"		1 50
" Brakeman	1	"		1 30
Wood for Fuel, including firing up	2.9	Cords.	4.30	12 47
Water used	4	M. Galls.	6	24
Oil for Engine and Tender, including Engine and Train Lamps	1.45	Galls.	1.71	2 48
Oil and Grease for Cars				42
Repairs of Engine	93	Miles.	11.2	10 43
" of and Refitting Cars				9 38
Hands at Depots, Extra Engines, &c.				4 85
Sundries for Trains				3 60
				$52 93

Equal to, at 52.7 through Passengers per train, 100.4 cents per Passenger.

STATEMENT L.

Items of Cost, in detail, of running Freight Trains on the Philadelphia and Reading Rail Road, for the year ending November 30, 1856.

PER DAILY TRIP OF 92 MILES.

Items of Cost.	No.	Description.	Average rate.	Amount.
Wages of Engineer	1	Day.		3 00
" Fireman	1	"		1 65
" Conductor	1	"		1 75
" Brakemen and Signalman	3	"	1.50	4 50
Coal for Fuel	3.60	Tons.	2.58	9 29
Wood for Kindling	0.2	Cords.	4.30	86
Oil and Tallow, for Engine and Tender				1 93
Oil and Grease for Cars	113	Tons.	.15	1 70
Repairs of Engine and Tender	92	Miles.	11.52	10 60
" Cars				12 43
Depot hands, and other Depot Expenses				22 73
Water used	6	M. Galls.	.6	36
Renewals of Sundry Articles, Goods Damaged, &c.				4 95
				$75 74
Add for additional cost per Train, by a portion of the Freight Train Engines using Wood in place of Coal Fuel				1 20
				$76 94

Equal to 67.85 cents per ton, at 113.4 tons per train.

STATEMENT M.

Cost of Transportation over Philadelphia Branch, and Norristown Rail Roads, and of Horse Power on Broad Street, Philadelphia, for the year ending November 30, 1856.

Amount paid for Norristown and City Rail Road Tolls . .	$9,062 10
Agents and Sundry Expenses in Philadelphia	699 96
Cost of Engine Hauling Cars, between Falls and Broad Street, Philadelphia	15,132 00
Cost of Horse Power in Broad Street, Philadelphia . .	14,792 33
Total . .	$39,686 39

STATEMENT N.

Points of Supply, and Distribution of Coal, on the Philadelphia and Reading Rail Road, for the year ending November 30, 1856.

Amount of Coal received from various Lateral Rail Roads in Coal Region.

	Tons.
Mount Carbon and Port Carbon Rail Road, at Port Carbon, from Valley and Mill Creek Rail Roads	658,267
Mount Carbon Rail Road at Mount Carbon	123,322
Mine Hill and Schuylkill Haven Rail Road, at Schuylkill Haven	909,095
Dauphin and Susquehanna Rail Road, at Auburn . . .	35,649
Little Schuylkill Rail Road, at Port Clinton	362,570
Total,	2,088,903

Where delivered on Line of Reading Rail Road.

Station or Turnout.	From Pt. Carbon.	From Mt. Carbon.	From Sch. Haven.	From Auburn.	From Pt. Clinton.	Total.
Port Carbon . . .				9		9
Pottsville . . .			462			462
Schuylkill Haven . .	387					387
Orwigsburg . . .			42			42
Auburn	9	5	65			79
Port Clinton . . .	12					12
Hamburg . . .	123		83		20	226
Mohrsville . . .	373	48	41			462
Between Reading and Mohrsville	1,443	355	181		329	2,308
Reading . . .	23,960	1,495	67,878	1,624	11,175	106,132
Birdsboro' . . .	86	168	9	4	23	290
Douglassville . . .	669	19	239		14	941
Pottstown . . .	5,735	387	4,133	937	396	11,588
Limerick . . .	314		373			687
Royer's Ford . . .	923	58	162	105		1,248
Phœnixville . . .	14,383	2,512	16,250	186	10,299	43,630
Valley Forge . . .	183		184	4		371
Port Kennedy . . .	1,753	192	1,275	132	3,364	6,716
Norristown . . .	6,901	370	10,620	493	6,170	24,554
Rambo's Limekilns .	1,610		596		1,009	3,215
Swede's Furnace, below Norristown	764	36	4,726		6,664	12,190
Conshohocken . .	8,578	66	19,972	1,071	6,880	36,567
Spring Mill . . .		161		84	20	265
Manayunk . . .	1,389	659			286	2,334
Falls	3,914	39	20,843	4,650	19,354	48,800
Nicetown & Germantown	24,663	1,186				25,849
Philada. Branch Road .	73	64				137
Philadelphia . . .	154,785	6,506	96,134	7,298	73,466	338,189
Richmond . . .	405,237	108,996	664,827	19,052	223,101	1,421,213
Totals . .	658,267	123,322	909,095	35,649	362,570	2,088,903

STATEMENT O.

Distribution of Items, comprising Net Expenses of Transportation and Roadway Departments, for the year ending November 30, 1856, *under the heads of Cost of Transporting Coal, Merchandise, and Passengers.*

Items of Cost.	Cost of Transporting.			Total Net Expenses.
	Coal.	Merch'dise.	Passengers, Mail, &c.	
Net cost of transporting each, as per Statement C	735,486 79	134,948 32	106,653 95	977,089 06
Roadway Expenses	249,552 56	32,734 56	41,881 27	324,168 39
Transportation between Falls and Philadelphia, Watchmen, Lateral Roads, Missing Coal, Superintendence, Office Expenses, and Sundries . . .	123,294 92	11,831 01	9,318 84	144,444 77
	$1,108,334 27	$179,513 89	$157,854 06	$1,445,702 22
Hauling and assorting Cars in Coal Region, and at Richmond	49,925 33	1,514 26	1,252 11	52,691 70
Broad Street Hauling	3,328 28	7,396 16	4,067 89	14,792 33
Contingent Expenses in Philadelphia .	45,230 38	696 95	4,025 22	49,952 55
	$1,206,818 26	$189,121 26	$167,199 28	$1,563,138 80

SUMMARY.

Of Total expenses for Year, Coal . . . is charged with 57.77 cents per ton.
Do. do. Merchandise, do. 95.09 " "
Do. do. Through Passengers do. 157.43 " each.

Comparative wear and breakage of Rails from 1850 *to* 1856, *inclusive.*

Description of Iron.		Percentage of wear.							Proportion of breakage in			
		1850.	1851.	1852.	1853.	1854.	1855.	1856.	1855.		1856.	
English 52 lbs.	light	$1\frac{3}{10}$	$2\frac{6}{10}$	$3\frac{2}{10}$	$4\frac{5}{10}$	$7\frac{8}{10}$	$19\frac{8}{10}$	$33\frac{7}{10}$	1 bar in	392	1 bar in	207
" 45 "	track.	$1\frac{4}{10}$	$1\frac{9}{10}$	$2\frac{1}{10}$	$3\frac{6}{10}$	$5\frac{6}{10}$	$14\frac{6}{10}$	$51\frac{9}{10}$	1 "	2997	1 "	1048
" 60 "		$8\frac{2}{10}$	$9\frac{4}{10}$	12	$12\frac{7}{10}$	$18\frac{5}{10}$	47	$37\frac{5}{10}$	1 "	93	1 "	39
Phœnix 60 "	heavy	$4\frac{8}{10}$	$6\frac{3}{10}$	$5\frac{9}{10}$	$6\frac{3}{10}$	$5\frac{9}{10}$	$14\frac{3}{10}$	$14\frac{6}{10}$	1 "	343	1 "	127
Montour 60 "	track.		$1\frac{7}{10}$	$6\frac{1}{10}$	$8\frac{2}{10}$	$5\frac{9}{10}$	$18\frac{1}{10}$	$16\frac{7}{10}$	1 "	94	1 "	39
" 64 & 68 "							$2\frac{1}{10}$	$20\frac{7}{10}$	1 "	260	1 "	56
Phœnix 50 "								$18\frac{3}{10}$			1 "	137
Average					7.	8.8	19.3	27.6	1 bar in 696		1 bar in 236	

Statement of Rails removed from Tracks and cost of renewing Iron per Ton carried over the Road.

Years.	Tonnage.	Number of bars removed from tracks.	In proportion to Tonnage.	Cost of Renewing Iron.	Cost per ton in cents.
1848	1,570,531	4,070	1 bar for 385	$20,650 23	1.31
1849	1,429,564	3,352	1 " 426	12,536 01	0.88
1850	1,743,680	4,219	1 " 413	12,115 07	0.69
1851	2,145,132	5,932	1 " 361	25,855 25	1.21
1852	2,122,171	7,327	1 " 303	24,954 24	1.17
1853	2,076,197	8,032	1 " 233	35,546 59	1.71
1854	2,582,563	11,112	1 " 232	67,176 08	2.60
1855	2,909,667	25,965	1 " 113	160,138 64	5.60
1856	2,815,760	31,036	1 " 91	204,502 51	7.26

Comparative Statement of the number of Cars broken on the Philadelphia and Reading Rail Road for the years 1848 (*from July* 1, 1848, *to Nov.* 30, 1848), 1849, 1850, 1851, 1852, 1853, 1854, 1855, *and* 1856.

Cause of Accidents	Broken axle.	Broken wheel.	Broken spring and pedestal.	Broken bumper lying on track.	Broken rail.	Bent axle.	Loose wheel.	Loose brake block falling on track.	Rail out of track.	Collision.	Wood falling off tanks.	Brake lever catching on sills.	Bottom of car dropping.	Pulling-bar catching on sills.	Cow catcher catching on sills.	Running over cattle.	Running over a loose wheel.	Switch wrong.	Roping cars.	Wood car breaking.	Sprugging a wheel.	Engine pushing.	Running off tracks.	Rocks sliding on tracks.	Tree falling across track.	Track spreading.	Car off track in passing train.	Merchandise falling off cars.	Stopping too suddenly.	Switch-rod breaking.	Unknown.	Total number of accidents.	Total number of cars broken.	Number of persons killed.	Injured.	Cattle killed.
From July 1 to Nov. 30, 1848	125	46	4	1	5	10	44			43	19	6				56		6	8							1		6		1	58	387	5	5	
Total for the year 1849	233	28	19	5		3	31			23	6	29	11			37		5	5				1			3	15				35	161	489	12	5	
Total for the year 1850	261	2	17	2	1	1	54			49	77	7	3			12	6	1	1	8	1	16	5	5			1				14	152	543	6	5	
Total for the year 1851	219	47	7	16	5	19	24			56	28	18	4			43		22	10							2			3	3	4	168	530	13	9	42
Total for the year 1852	223	40	1	5	1	5	45		4	86	10	6	1	5	2	11		3	11	3			2								3	185	467	20	3	36
Total for the year 1853	219	49	12	4	1	21	16			116	9	10	4			42		6	14			2	4					1	1		5	165	541	24	9	22
Total for the year 1854	191	33	4	3	38	15	53	47	16	174		57	7			19		16	2					8			12	1	2			185	651	20	13	30
Total for the year 1855	132	28	4	28	1	59	40	53		174		12	6	15		12		24	3			1		3					2		2	179	619	29	7	46
Total for the year 1856	102	96	3	5	10	12	13	19		93		2						28							4		12		11		12	170	422	28	11	19

RECAPITULATION.

From July 1 to December 1, 1848, 1 car broken for every 1485 tons of coal carried.
In the year 1849, " " 2282 " "
1850, " " 2490 " "
1851, " " 3114 " "
1852, " " 3534 " "
1853, " " 2875 " "
1854, " " 3054 " "
1855, " " 3574 " "
1856, " " 4950 " "

NOTE—Of the 28 persons killed in the past year, 16 were strangers; and of the injured, 6 were strangers.

TABLE,

Showing the Business of the Philadelphia and Reading Rail Road (each item monthly)

for the Year ending November 30, 1856.

	December, 1855.	*January*, 1856.	*February*, 1856.	*March*, 1856.	*April*, 1856.	*May*, 1856.	*June*, 1856.	*July*, 1856.	*August*, 1856.	*September*, 1856.	*October*, 1856.	*November*, 1856.	TOTALS.
Travel	22,210 45	16,602 80	14,499 91	21,480 45	27,856 17	25,479 98	24,704 03	28,263 12	27,789 55	29,045 39	32,281 75	18,183 37	288,426 97
Freight on Goods	25,869 04	23,041 68	26,666 65	30,179 19	36,934 57	31,600 61	26,535 17	24,265 30	28,590 80	32,790 05	34,389 42	27,837 00	318,699 48
Tolls on Coal	156,483 43	95,399 11	146,425 09	207,098 42	342,937 61	289,194 48	331,592 42	307,953 80	328,993 33	392,503 70	378,296 53	265,580 24	3,242,458 16
United States Mail	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	14,218 00
Miscellaneous Receipts	1,376 05	1,384 02	1,443 09	1,516 79	1,567 72	1,052 36	823 48	1,831 26	1,780 31	1,760 61	2,107 99	3,295 74	19,939 42
	$ 207,123 80	137,642 44	190,219 58	261,459 68	410,480 90	348,512 27	384,839 93	363,498 31	388,338 83	457,284 58	448,260 52	316,081 19	3,913,742 03
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Coal Tonnage	105,376 8/20	61,690 5/20	94,687 3/20	131,121 3/20	214,021 8/20	206,991 9/20	218,869 3/20	202,348 1/20	216,463 6/20	236,932 2/20	233,175 2/20	167,225 4/20	2,088,903 3/20

DR. *"Iron Foundry," Reading Depot, in account with Philadelphia and Reading Rail Road Co.* CR.

1856.					1856.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz:—				Nov. 30.	By Sundries made during the Year, viz:—			
						7,142 Car, Tender, and Truck Wheels	lbs. 3,207,365		
"	To wages of all Founders, Moulders, Laborers, and Carpenters at Flasks, &c., for year			24,549 22		288 Engine driving do.	235,219		
						16,917 Chairs for Tracks	374,806		
						645 Frogs " "	300,261		
"	Pig Metal	1,246.75	Tons.	43,496 36		All other Castings for Engines, Cars, and Tracks	2,439,383		
"	Scrap Castings	1,858.9	"	43,216 87			6,557,034	2¼ cts.	$147,533 26
"	Anthracite Coal	1,108.	"	2,305 25					
"	Wrought Iron and Steel	2.3	"	254 16					
"	Iron Castings	15.9	"	708 20					
"	Timber and Lumber	19,740	Feet.	411 29					
"	Bituminous Coal	210	Bush.	38 00					
"	Hardware			304 93					
"	Firebrick, Sand, Clay, &c.			496 38					
"	Files and Tools			76 86					
"	Paints and Oils			22 92					
"	Ropes used			49 36					
"	Flour, Leather, Charcoal, and Sundries			455 09					
"	Wood	2	Cords	8 00					
"	Oil	61	Galls.	111 69					
"	Tallow, Lard, &c.			1 27					
"	Cost of Hauling and Handling all Materials			3,558 75					
				120,064 60					
"	Balance			27,468 66					
				$147,533 26					$147,533 26
						By Balance, being difference between Cost to Company and Market Value of Product of Iron Foundry for Year			$27,468 66

DR. *"Brass Foundry," Reading Depot, in account with Philadelphia and Reading Rail Road Co.* CR.

1856.					1856.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz:—				Nov. 30.	By Sundries, made during year, viz:—			
"	Wages of Brass Founder, and all assistants, for year			2,144 45	"	660 White Metal Boxes for Cars and other Machinery . . .	lbs. 1,231		
"	Scrap Copper, Brass, Zinc, &c.	40.1	Tons.	12,651 14	"	All other White Metal Castings . . .	36,011		
"	New Copper, Zinc, &c. .	25,493	lbs.	6,559 29			37,242	21 cts.	7,820 82
"	Anthracite Coal . .	108	Tons.	225 00					
"	Hardware, Files, &c. .			153 24	"	1,830 Brass Boxes for Engines, Cars, and other Machinery . . .	29,182		
"	Black Lead, Pots, Paints, &c.			172 20	"	All other Brass Castings	36,442		
"	Iron Castings . .	.12	Tons.	4 68			65,624	29 cts.	19,030 96
"	Wrought Iron, Steel, and Boiler Iron . . .		"	1 96					
"	Timber and Lumber .	1,140	Feet.	23 76					
"	Firebrick, Lime, &c. .			51 80					
"	Cost of Hauling and Handling all Materials . .			156 75					
				22,144 27					
"	Balance			4,707 51					
				$26,851 78					$26,851 78

By Balance, being difference between Cost to Company and Market Value of Product of Brass Foundry for Year . $4,707 51

DR. *"Steam Tilt-Hammer Shop," Reading Depot, in account with Philad. and Reading Rail Road Co.* CR.

1856.					1856.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz:—				Nov. 30.	By Sundries, being total produce of Shops for year, ending this date, viz:—			
"	Wages of Heaters, Hammermen, and all Mechanics & Laborers for year			11,195 83		282.3 Tons of Bar Iron, hamm'rd to pattern sizes, as Engine Frames, Brake Levers, Coupling Hooks,			
"	Scrap Wrought Iron used	647.8	Tons.	21,775 93					
"	Anthracite Coal	1,979.	"	4,123 50	"	&c.		$90	25,407 00
"	Iron Castings	17.7	"	795 56	"	2,589 Car, Tender, and Truck Axles	716,738 lbs.	5 cts.	35,836 90
"	Wrought Iron, Steel, and Blooms	133.2	"	8,326 58	"	59 Engine Axles	37,309	5½ "	2,051 99
"	Timber and Lumber	53,564	Feet.	1,063 81	"	65 Engine Tires, hooped ready for use	47,568	12 "	5,708 16
"	Engine Gearing			14 84	"	14 Tons Scrap Castings			315 60
"	Oil	163	Gals.	314 29					
"	Firebrick, Sand, Lime, &c.			686 06					
"	Black Lead, Ropes, Packing Yarn, &c.			198 26					
	Copper, Brass, &c.	351	lbs.	88 59					
"	Scrap Steel, &c.	8.3	Tons.	304 06					
"	Hardware, Paint, &c.			51 51					
"	Tallow, Cotton Waste, &c.			136 40					
"	Cost of Hauling and Handling all materials			2,298 00					
				51,373 22					
	Balance			17,946 43					
"				$69,319 65					$69,319 65

By Balance, being difference between Cost to Co. and Market Value of Product of Steam Tilt-Hammer Shop for Year, $17,946 43

Condensed Table, showing the principal items of Revenue, Expense, and Working of the Philadelphia and Reading Rail Road, from January 1, 1843, to November 30, 1856.

Year ending Nov. 30.	Gross Receipts.				Total Expenses.				Tonnage.			
	Coal.	Passengers.	Merchandise.	Total.	Transportation department.	Roadway department.	Dumpage.	Total.	Tons coal.	Tons merchandise.	Tons materials.	Tons total.
	$	$	$	$	$	$	$	$	2,240 lbs.	2,000 lbs.	2,000 lbs.	2,000 lbs.
1843	278.840	71,895	37,927	394,318	164.549	50,374		214.923	218,711	17,534	54,787	322.125
1844	445 509	92 362	49.293	597.613	244,149	85.293		329,442	421.985	20.472	160.138	659.299
1845	886.939	103.411	60,588	1,060.381	385,492	121.228	51.095	557,815	814.279	26.039	102,408	1,046.812
1846	1.600.667	141,749	137,584	1,889.714	620.682	142.968	69,360	833.010	1.188.258	74.971	101.471	1,515.473
1847	1,698.664	156.201	136,220	2 002.946	836,077	132 780	75,827	1,044,685	1,360,681	71,718	165.493	1,770,916
1848	1,386.605	174 959	117,458	1,692,556	800,285	143.384	88.194	1,031,863	1,235.044	58,123	118.676	1,570,531
1849	1.648,900	155.908	106.347	1.933.590	666,957	140.990	75.536	883.483	1,097.762	51 204	145,503	1.429 564
1850	2.071.731	148.379	125 822	2,360.786	722,533	154.780	89.743	967.056	1.351,507	63,625	157.450	1.743.680
1851	2 018 871	152.432	123.672	2.294 975	787,484	160 569	98,842	1,046.895	1,650.270	63.807	219,731	2.145 132
1852	2.150.677	168.430	138 964	2,480.626	785.257	202 132	98.351	1 085.740	1.650.912	75,769	181,217	2,122.171
1853	2.254,694	225 763	180,612	2.688.288	782.213	178 480	87.470	1,048.163	1,582.248	107,853	174,161	2,076.197
1854	3 253.823	272.368	231,627	3,781.640	1,117,140	220.210	105.125	1.442.475	1,987,854	140 801	187,591	2 582.563
1855	3 664.095	301,952	325,851	4 291,898	1,093.195	285.643	119.021	1,497.859	2.213.292	154,384	247,478	2.909 667
1856	3,242,458	288,427	348,699	3,879,584	1,117,504	324,168	130,999	1,572,671	2,088,903	198,886	236,700	2,815,760

Yr ending Nov. 30.	Passengers.		Cost of transp'tation.			Locomotive engines.				Coal & freight cars.		Passenger cars.		State road cost.	R. R. bars used in repairs	Wood used, cords.	Coal used, tons.	Oil used, galls.	No. miles.	
	Total number.	Equal to through.	Coal per ton.	Md'se per ton.	Pass'ger through each.	Total.	Miles ran.	Aver. of coal trains.	Cost of repairs	Total number.	Cost of repairs.	Total number.	Cost of repairs						Main track open.	Double track.
	No.	No.	Cts.	Cts.	Cts.	No.	Miles.	Tons.	$	No.	$	No.	$	$	Tons.	Cords.	Tons.	Galls.	Miles.	Miles.
1843	56.554	26.424	46.00	66.5	38.7	39	393 192	162	13 224	1,800	14,319	14	903	14.472	2	15.555		5.797	95	10
1844	66 503	33 979	41.68	64.7	37.3	47	613.041	194	27.733	2.731	38.663	14	3.108	22.087	26	24,148		12.149	95	92
1845	63.719	33.146	37.01	75.7	43.1	54	810.285	295	29,941	3 444	48.775	14	4,112	25.869	56.6	43 218		24.684	95	93
1846	88,641	45,155	38.89	75.6	44.4	72	1,014 102	360	47.232	5 075	77.287	14	5,109	39.545	235	68.006		45 672	95	95
1847	97.463	49.604	45.84	85.9	47.2	77	1 184.272	354	74.916	5,108	119.680	16	6.427	50.374	312.2	90.717		40 565	95	95
1848	105 720	55.509	45.05	93.9	56.7	84	1,136 572	377	92.430	5.086	137.930	22	8.396	52 482	666.2	66.686		43 761	95	95
1849	95.577	49 097	43.62	82.4	66.5	86	1.047 014	372	80.764	5,086	140.763	22	6.326	38.458	521.8	50.264		28 561	95	95
1850	92 726	46 041	40.69	67.3	73.7	92	1,233.144	372	76 245	5.117	163.780	20	7.880	40 313	670.7	53.997	4 345	42.845	95	95
1851	127.590	57 593	38.54	69.2	60.9	89	1,461.772	368	97,750	5.136	153 771	28	8.445	17 587	1,045.1	61.222	9.663	44.062	95	95
1852	155 164	69.579	35 36	77.5	86.8	103	1,517 931	366	99,027	5.241	160.436	30	11.638	17.198	1,319.8	52,990	15.963	37,083	98	98
1853	211 819	92 657	35.07	76.8	62.9	103	1.466.894	384	119.696	5.476	155.531	38	8.088	21.191	1,571.5	38.376	24.971	33.456	98	98
1854	266 631	105.219	41.06	81.7	74.2	121	1.674.403	409	214.134	5.703	242 892	45	14 726	25,684	2 121.6	31.544	40.178	45.330	98	98
1855	277.617	111 822	33 61	80.01	84 49	141	1 948.225	423	201.205	5.724	205,923	54	14.389	35.734	4.985.9	28,140	52.145	52.315	98	98
1856	282 300	106,205	35.21	67.85	100.42	141	1,942 317	412	233,572	5,719	217,959	58	18,901	39,686	5,933.7	23,274	51,020	43,940	98	98

Statement of Materials on hand November 30, 1856.

	Items.	Quantity.	Descrip.	Value.	Total value.
Wood		28,932	Cords		$83,045 50
Oil		6,073	Galls.		6,592 90
Tallow, Lard, &c.	Tallow, &c.	5,041	lbs.	604 92	
	Cot. Waste	7,535	"	607 35	
					1,212 27
Anthracite Coal		3,681	Tons		7,362 00
Bituminous Coal		8,285	Bush.		1,172 15
Wrought Iron and Steel	Bar Iron	214.8	Tons	16,363 85	
	Boiler & Sheet	29.9	"	3,289 00	
	Steel	14.2	"	2,167 97	
					21,820 82
Pig Iron		82.	"		2,434 74
Iron Castings		37.6	"		1,706 46
Axles	Car	1,292	No.	12,568 00	
	Engine	53	"	1,325 00	
					13,893 00
Engine Tires	New	26	"	1,040 00	
	Bar	17	"	510 00	
					1,550 00
Copper and other Metals	Copper	11,014	lbs.	3,854 90	
	Brass	9,190	"	2,297 50	
	Lead	3,499	"	244 93	
	Ant. Tin, &c.	2,763	"	381 38	
					6,778 71
Engine Gearing	Eng. Gearing		$	34,881 39	
	" Springs	94	No.	752 00	
	" Tubes		"	831 73	
					36,465 12
Car Gearing	Car Gearing		$	18,723 32	
	" Springs	271	No.	1,084 00	
					19,807 32
Files and Tools			$		20,837 23
Hardware			"		5,330 71
Paints and Oils			"		1,093 34
Timber and Lumber		3,281,845	Ft. B. M.		42,847 57
Wheels		2,221	No.		17,182 00
Rail Road Iron, New		441.9	Tons		27,632 23
Chairs, Frogs, and Spikes		84.9	"		6,198 39
Sills		8,737	No.		3,625 39
Scrap Wrought Iron		80.9	Tons		2,832 33
Old Rail Road Iron		2669.1	"		97,665 00
Scrap Cast Iron		932.9	"		21,405 57
Scrap Steel and other Metals		26.8	"		6,497 24
Horse Feed and Stable Furniture			$		1,331 34
Sundries, Ropes, Blocks, &c.			"		3,442 10
Stone, Lime, &c.					7,797 29
Workshop Materials					11,383 59
		Total value of Materials on hand			$480,942 31

ANTHRACITE COAL TRADE OF THE UNITED STATES.

The following Table exhibits the quantity of Anthracite Coal sent to market from the different regions in Pennsylvania from the commencement of the Trade, in 1820, *to* 1856 *inclusive; to which is appended the Semi-Anthracite Trade, the Cumberland Bituminous Trade, the Importations of Foreign Coal, and the Exportations of Domestic Coal.*

YEARS.	HARD ANTHRACITES.																		
	SCHUYLKILL.					LEHIGH.			WYOMING REGION.						SHAMOKIN.	AGGREGATE.	Annual increase.	Sold on line of Schuylkill.
	Canal.	Railroad.	Total.	Pinegrove.	Little Schuylkill.	Canal.	Railroad.	Total.	By Lehigh R. R.	Del. and Hud. Coal Co.	Penna. Coal Co.	By Canal.	Great West'n R. R.	Total.				
1820						365		365								365		
1821						1,073		1,073								1,073		
1822	1,480		1,480			2,240		2,240								3,720		
1823	1,128		1,121			5,823		5,823								6,951		
1824	1,567		1,567			9,541		9,541								11,108		
1825	6,500		6,500			28,393		28,393								34,893	25,352	
1826	16,767		16,767			31,280		31,280								48,047	13,154	
1827	31,360		31,360			32,074		32,074								63,434	15,837	
1828	47,284		47,284			30,232		30,232								77,516	14,082	3,154
1829	79,973		79,973			25,110		25,110		7,000				7,000		112,083	34,567	3,332
1830	89,984		89,984			41,750		41,750		43,000				43,000		174,734	62,651	5,321
1831	81,854		81,854			40,966		40,966		54,000				54,000		176,820	2,086	6,150
1832	209,271		209,271		14,000	70,000		70,000		84,600				84,600		363,871	187,051	10,048
1833	252,971		252,971		40,000	123,000		123,000		111,777				111,777		487,748	123,877	13,429
1834	226,692		226,692		34,000	106,244		106,244		43,700				43,700		376,636	*decrease*	19,429
1835	339,508		339,508		41,000	131,250		131,250		90,000				90,000		560,758	184,122	18,571
1836	432,045		432,045		35,000	148,211		148,211		103,861				103,861		684,117	123,359	17,863
1837	523,152		523,152	17,000	31,000	223,902		223,902		115,387				115,387		879,444	195,327	21,749
1838	433,875		433,875	13,000	13,000	213,615		213,615		78,207				78,207		738,697	*decrease*	28,775
1839	442,608		442,608	20,539	9,000	221,025		221,025		122,300				122,300	11,930	818,402	79,805	30,390
1840	452,291		452,291	23,860	20,000	225,318		225,318		148,470				148,470	15,505	864,384	45,982	28,924
1841	584,692	850	585,540	17,653	40,000	143,037		143,037		192,270				192,270	21,463	959,973	95,589	41,223
1842	491,602	49,902	540,892	32,381	37,000	272,546		272,546		205,253		47,346		252,599	10,000	1,108,418	148,445	40,584
1843	447,058	230,254	677,295	22,905	31,000	267,793		267,793		227,605		58,000		285,605	10,000	1,263,598	155,170	34,619
1844	398,887	441,491	839,934	34,916	57,000	377,002		377,002		251,005		114,906		365,911	13,087	1,630,850	367,252	60,000
1845	263,587	820,237	1,083,796	47,928	74,000	429,453		429,453		273,435		178,401		451,836	10,000	2,013,013	382,163	90,000
1846	3,440	1,233,142	1,237,002	58,926	91,000	517,116		517,116	5,886	320,000		192,503		518,389	12,572	2,344,005	330,992	155,460
1847	222,693	1,360,681	1,583,374	67,457	106,401	633,507		633,507	10,466	388,203		284,398		583,067	14,904	2,882,309	538,304	226,610
1848	436,602	1,216,233	1,652,835	61,530	162,626	670,321		670,321	10,425	437,500		237,271		685,196	19,356	3,089,238	206,929	252,837
1849	489,208	1,115,918	1,605,126	78,299	174,758	781,656		781,656	19,590	454,240		259,080		732,910	19,650	3,217,641	128,403	239,290
1850	288,030	1,423,977	1,712,007	70,919	211,960	690,456		690,466	32,156	441,403	111,014	243,250		827,823	19,921	3,321,136	103,495	207,863
1851	579,156	1,650,270	2,184,240	*none*	310,307	964,224		964,224	25,072	479,078	316,017	336,000		1,156,167	24,899	4,329,530	1,008,394	312,367
1852	800,038	1,650,912	2,450,950	66,543	325,099	1,072,136		1,072,136	41,890	497,105	426,164	319,341		1,284,500	25,846	4,899,975	570,445	322,211
1853	888,695	1,582,248	2,470,943	80,660	389,295	1,054,309		1,054,309	26,235	494,327	512,659	442,511		1,475,732	15,500	5,097,144	197,169	394,078
1854	907,354	1,987,854	2,895,208	91,462	444,184	1,207,186		1,207,186	39,232	440,944	496,648	492,689	133,965	1,603,478	63,500	5,831,834	734,690	444,160
1855	1,105,263	2,213,292	3,318,555	80,701	426,208	1,275,050	9,063	1,284,113	50,209	565,460	504,803	464,039	187,000	1,771,511	116,117	6,486,097	654,223	471,861
1856	1,169,453	2,088,903	3,258,356	111,148	454,515	1,186,230	165,740	1,351,970	44,270	499,650	612,500	510,631	305,530	1,972,581	137,406	6,751,542	262,597	520,499
	12,758,596	19,008,919	31,767,515	990,927	3,573,353	13,253,345	174,803	13,428,148	305,431	7,164,844	2,979,757	4,180,945	626,595	15,257,472	561,656	61,710,051		

COAL TRADE OF THE UNITED STATES—Continued.

YEARS.	SEMI-ANTHRACITE AND BITUMINOUS.									AGGREGATE OF ALL KINDS.	Total increase of all kinds.	Exportation domestic coal.
	Lykens Valley.	Short Mountain.	Dauphin County.	Trevorton.	Broad Top.	Aggregate.	Cumberland.	Import of foreign coal.	Increase and decrease.			
1820										365		
1821								22,122		23,195		
1822								34,523	12,401	38,243		
1823								30,433	*decrease*	41,534		
1824								7,228	*do.*	18,331		
1825								25,645	18,417	60,538		
1826								35,665	10,020	83,712		
1827								40,257	4,592	103,691		
1828								32,302	*decrease*	109,818		
1829								45,393	13,091	157,476		
1830								58,136	12,737	132,820		
1831								36,509	*decrease*	113,229		
1832								72,978	36,469	436,849		
1833								92,432	19,452	580,180		
1834								71,626	*decrease*	448,262		
1835								49,969	*do.*	610,727		
1836								108,432	58,463	792,549		
1837								153,450	24,377	1,032,894		
1838								129,083	*decrease*	867,780		
1839								181,551	52,468	1,000,153		
1840								162,867	*decrease*	1,027,241		
1841								155,394	*do.*	1,115,357		
1842							1,708	141,521	*do.*	1,251,647		
1843							10,082	41,163	*do.*	1,314,833		
1844							14,890	87,073	50,718	1,754,445	417,970	
1845							24,653	85,776	8,456	2,143,530	390,619	
1846							29,795	156,853	76,329	2,530,653	407,302	
1847							52,940	148,021	14,313	3,083,270	552,617	
1848							79,571	196,168	74,778	3,364,971	281,707	9,309
1849	25,325					25,325	142,449	198,213	90,248	3,583,628	218,651	9,661
1850	37,763					37,763	196,848	180,439	49,063	3,736,184	152,558	38,741
1851	54,200		20,000			74,200	257,679	214,774	131,603	4,376,183	1,139,997	37,727
1852	59,857		33,639			93,496	334,178	183,015	88,962	5,510,664	659,407	45,336
1853	69,007		29,000			98,007	533,980	231,508	252,807	5,960,639	449,975	79,510
1854	57,500	50,000	63,000			170,500	648,299	252,865	218,166	6,903,498	952,857	93,884
1855	66,721	50,500	1,000			118,221	664,304	287,408	*decrease*	7,565,980	652,492	110,586
1856	61,187	41,739		73,112	42,000	218,038	719,211	173,055	40,371	7,868,948	302,968	136,594
	431,560	142,239	146,639			835,550	3,710,587	4,113,847		69,794,021		561,348

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Rail Road Company, held January 12, 1857, *the following resolutions were unanimously adopted:—*

Resolved, That the Report just read be adopted, and that the acts of the President and Managers be and are hereby approved, confirmed, and established; and that the Report and accompanying documents be printed for the use of the Stockholders.

Resolved, That the Board of Managers are hereby authorized to carry into effect the several measures proposed in said Report, for the completion of the improvements now in progress, and for the proper accommodation of any increase of business.

Resolved, That the Managers be and they are hereby authorized to enter into any arrangements and contracts, by lease or otherwise, as they may deem expedient for the working of the road of the Lebanon Valley Rail Road Company, and to make such advances to said Company, and upon such terms, as they may think most advantageous to the interests of this Company.

Resolved, That the Managers are hereby authorized to raise the necessary funds for the above purposes in such manner as will, in their judgment, best promote the interests of the Company.

Resolved, That the Board of Managers be and they are hereby authorized, at any time they may deem it expedient, to execute and deliver to Trustees a mortgage upon all the franchises and property of this Company, to secure the payment of bonds which may be by them created and issued for such an amount as they may deem expedient; said bonds to be payable at such date as may hereafter be determined upon, with interest at six per cent., payable semi-annually, and shall be convertible into stock at par at any time before maturity; and which said bond and mortgage shall contain such other obligations, and covenants, and provisions as they may deem advisable.

Resolved, That the authority heretofore given to purchase the stock of the Northern Liberties and Penn Township Rail Road Company, and also the stock of the Mount Carbon and Port Carbon Rail Road Company, is hereby continued.

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Rail Road Company, held January 12, 1857, *the following gentlemen were unanimously elected Officers for* 1857.

PRESIDENT.

R. D. Cullen.

MANAGERS.

Samuel Norris,
C. S. Boker,
G. W. Richards,
John Ashhurst,
David S. Brown,
Joseph Swift.

TREASURER.

Samuel Bradford.

SECRETARY.

W. H. McIlhenney.

Report

for the year

1857

out of print at this date

August 15th

REPORT

OF THE

PRESIDENT AND MANAGERS

OF THE

PHILADELPHIA AND READING RAILROAD COMPANY

TO THE

STOCKHOLDERS,

JANUARY 10, 1859.

PHILADELPHIA:
MOSS BROTHER AND CO.,
16 SOUTH FOURTH STREET.
1859.

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1859.

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VICE-PRESIDENT.

J. Dutton Steele.

MANAGERS.

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G. W. Richards,
John Ashhurst,
David S. Brown,
M. S. Richards, of Reading.
J. Dutton Steele.

TREASURER.

Samuel Bradford.

SECRETARY.

W. H. McIlhenney.

TO

THE STOCKHOLDERS

OF THE

PHILADELPHIA AND READING RAILROAD COMPANY.

The Managers respectfully submit the following account of the receipts, expenses and income for the fiscal year ending the 30th November, including the Lebanon Valley Branch since consolidation, and the Treasurer's general balance sheet of the affairs of the Company at that date. They are made out in the usual forms to correspond with the statements of former years.

TRANSPORTATION AND INCOME ACCOUNT FOR 12 MONTHS ENDING NOVEMBER 30, 1858.

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.				DR.	CR.
			Receipts of the Road.				
			Travel 285,651, equal to 104,519 through Passengers .				$272,679 71
			Freight on Merchandise, 187,729 1-10 Tons . . .				335,914 94
			Freight on Coal, 1,542,645 17-20 Tons, @ 1.20 94 cts. .				1,865,693 41
			United States Mail				18,703 00
			Miscellaneous Receipts				17,759 85
							2,510,750 91
			Working Expenses:				
			Running Account.				
			Fuel, Wood, 14,721 Cords . . .	$38,932 24			
			Cutting, Loading, &c.	16,918 87			
					$55,851 11		
			Coal, 39,281 Tons Anthracite		77,383 30		
			Oil, 33,782 Gallons		27,337 42		
			Tallow, Lard, Grease, and Cotton Waste . . .		4,003 57		
			Wages of Engineers, Firemen, Conductors, and all hands		157,717 00		
			Tolls paid City and Norristown Railroads, &c. . .		6,096 11		
			Hauling Expenses on Broad Street		1,860 29		
			Hauling and assorting Cars at Schuyl. Haven	12,982 14			
			Do. do. do. Richmond	16,649 57			
			Do. do. do. Port Carbon	10,797 92			
					40,429 63		
			Paid for Coal lost by accidents		1,224 77		
			Do. use of Cars		14,205 56		
			Do. Sundries, Telegraph, Water Rents, &c. . .		15,121 00		
$288,567 29	$63,475 26	$49,187 21				$401,229 76	
			Workshop Account.				
			Wages of all Machinists, Blacksmiths, Carpenters, &c.	201,022 78			
			Bar Iron, Steel, Blooms, &c. . . .	16,356 62			

			Pig Iron for Foundry	7,854 98			
			Copper, Spelter, Tin, Lead, &c.	7,790 33			
			Timber and Lumber	12,726 02			
			Coal used in Shops, Anthracite	9,394 30			
			Do. do. Bituminous	1,544 82			
					256,689 85		
			Wheels, Axles, and Tires, made at Iron Foundry and Tilt-Hammer Shop		25,634 36		
			Hardware, Paints and Oils, Leather, Stone, Lime and repairs of Tools		8,481 92		
			Sundries		3,060 53		
					293,866 66		
			Repairs of 142 Engines	151,493 16			
			Do. 4,709 Coal Cars	96,688 54			
			Do. 925 Merchandise Cars	23,571 34			
			Do. 58 Passenger Cars	12,025 01			
			Work at Depots, Stationary Engines, Wood Cutting, &c.	10,088 61			
				293,866 66			
210,326 24	52,293 14	31,247 28				293,866 66	
			Depot Account.				
			Wages of all hands		28,905 82		
			Do. Watchmen		19,320 50		
			Pumping Water, Coal, Materials, and Horse Hire		7,730 92		
31,149 54	18,652 41	6,155 29				55,957 24	
			Superintendence Account.				
			Salaries of all Officers, Agents, &c. on the Road	41,946 82			
			Stationery at all Depots and Offices do.	8,795 80			
			Contingent Expenses, Salaries, &c. in Philada.	52,724 29			
						103,466 91	
76,505 56	14,399 29	12,562 06					
			Lateral Roads Expenses.				
3,144 26	467 26	361 59	Salaries, and other Expenses			3,973 11	
609,692 89	149,287 36	99,513 43	Carried forward,			858,493 68	3,065,521 56

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.				DR.	CR.
609,692 89	149,287 36	99,513 43	Brought forward,			858,493 68	2,510,750 91
			Roadway Department.				
			For Repairs and Renewal of				
			ROADWAY, 320 miles, Single Track.				
			Raising and Repairing Tracks . .	$53,043 69			
			Ballast and Broken Stone . . .	13,337 47			
			Clearing Side Ditches	6,100 80			
			Removing Slips	2,007 15			
			74,655 Sills	33,025 87			
			Timber and Lumber	2,724 24			
			Spikes and Nails	4,811 33			
			Chairs	15,070 64			
			Frogs	3,859 00			
			Switches	3,153 18			
			Sidings and Coal Shutes . . .	4,624 05			
			Tools and Hardware	4,206 97			
			Oil and Sundries	3,711 41			
102,884 19	20,816 61	25,975 00			149,675 80		
			BRIDGES.				
			Stone Bridges	788 14			
			Iron Bridges	493 09			
			Wooden Bridges	2,786 37			
			Farm and Road Bridges . . .	2,637 80			
4,559 74	1,005 81	1,139 85			6,705 40		
			BUILDINGS.				
			Passenger and Freight Depots . .	5,144 91			
			Engine Houses	447 58			
			Water Stations and Wood Sheds . .	1,287 48			
			Turning Platforms	36 77			

			Workshops	267 85		
			Dwelling Houses	1,683 62		
6,050 42	1,330 23	1,487 56			8,868 21	
			MACHINERY, &c.			
			Standing Machinery	3,453 80		
			Labor in Yards	3,254 68		
			Expenses of all Engines used in this Departm't	15,588 62		
15,162 05	3,344 56	3,790 49			22,297 10	
			RICHMOND WHARVES.			
			Trestle Work	5,009 41		
			Replanking	6,331 94		
			Shutes	1,486 21		
			Tracks and Switches	555 89		
			Docks and Wharves	1,425 47		
14,808 92					14,808 92	
			POLICE.			
			Watchmen at Bridges	3,837 57		
			Do. at Stations	2,445 25		
			Do. at Tunnels and Crossings	3,618 79		
7,723 30	1,485 24	693 07			9,901 61	
			SUNDRIES.			
			Clearing Ice and Snow	633 94		
			Repairing Telegraph	1,716 15		
			Law and Travelling Expenses	108 34		
			Coal	1,506 75		
			Superintendence, &c.	6,403 04		
7,515 51	1,657 80	1,878 67	Sundries	683 76		
					11,051 98	223,309 02
768,397 02	178,927 61	134,478 07	Or 1 28.67 cents per through Passenger.			
		178,927 61	" 95.31 " " Ton Merchandise.			
		768,397 02	" 49.81 " " Ton Coal.			
		1,081,802 70	Total Expenses, Working and Repairing the Road and Machinery . . . . Carried forward,			1,081,802 70

			DR.	CR.
Brought forward,			1,081,802 70	2,510,750 91
Drawbacks and Allowances.				
Freight on Missing Coal	$4,589 88			
Errors in Freight and Tolls Bills	420 52			
		$5,010 40		
Motive Power on Lateral Railroads		8,851 45		
Rents and Ground Rents		19,534 68		
State, County, and City Taxes		4,156 48		
Profit and Loss, Interest, Damages, &c.		30,899 04		
Rent of Coal and Merchandise Freight Cars		34,100 28		
Insurance account		15,443 32		
			117,995 65	1,199,798 35
Net Profit for the Year,				1,310,952 56
Interest on Bonded Debt.				
Coupons due 1st April, 1858, 1½ per cent. on 1850 and 1870 Bonds, $3,209,600 3 months. @ 1½ per cent.		48,144 00		
Coupons, due 1st July, 1858, on 1860 and 1886 Bonds,				
6 per cent. Bonds, $6,264,300 @ 3 per cent.	$187,929 00			
5 do. do. 705,600 @ 2½ do.	17,640 00			
7 do. do. 1,500,000 (Lebanon Valley) @ 3½ do.	52,500 00			
		258,069 00		
Coupons due 1st October, 1858, on 1850 and 1870 Bonds, $3,209,600 @ 3 do.		96,288 00		
Coupons due 1st January, 1859, on 1860 and 1886 Bonds,				
6 per cent. Bonds, $6,264,300 @ 3 do.	187,929 00			
5 do. do. 705,600 @ 2½ do.	17,640 00			
7 do. do. 1,500,000 (Lebanon Valley) @ 3½ do.	52,500 00			
		258,069 00		

Coupons due 1st April, 1859, on 1850 and 1870 Bonds, $3,209,600 3 mo's @ 1½ per cent.			48,144 00	
Total Interest on Bonded Debt for 1858				708,714 00
One Year's Interest on Bonds and Mortgages, per Report Nov. 30, 1857,		$504,450		
Added this year,	$14,000			
Less, paid off this year	2,000			
		12,000		
		$516,450 @ 6 p. ct.		30,987 00
Total Interest for the Year				739,701 00
Renewal Fund.				
5 cents per 100 Tons on 365,844,285 Tons transported 1 mile during 12 months ending 30th November, 1858				182,922 14
				922,623 14
Dividend Fund for the Year,				388,329 42
Which has been disposed of as follows, viz:—				
Sinking Fund, Loan 1836–60		$25,000 00		
Sinking Fund, Loan 1849–70		75,000 00		
Sinking Fund, Loan 1856–86 (Lebanon Valley)		50,000 00		
			150,000 00	
State Tax on Capital for 1858			18,389 63	
Dividend on Preferred Stock, 7 per cent. on $1,551,800			108,626 00	
				277,015 63
Reserved Fund, 1858.				$111,313 79

The business of the past year compared with 1857, shows the following results, viz:—

In Merchandise an increase of

$111\frac{7}{10}$ tons in the quantity carried,
$5,929 16 in receipts, and
$10,020 56 in profit.

In Travel a decrease of

6028 Passengers carried, equal to
3520 through Passengers,
$14,854 63 in receipts,
$26,912 25 in profit.

In Coal, a decrease of

$167{,}046\frac{2}{20}$ tons in quantity,
$547,229 96 in receipts,
$282,380 23 in profit, and a small increase of
$1,384 78 in mail and miscellaneous receipts.

Transportation expenses have been decreased

$10\frac{62}{100}$ cents per ton of Coal carried,
$3\frac{82}{100}$ cents per ton of Merchandise, and increased
$14\frac{30}{100}$ cents per through Passenger.

The net amount of Freight and Toll received on Coal averaged

in 1857, $141\frac{13}{100}$ cents per ton carried;
in 1858, $120\frac{94}{100}$ " "

And the percentage of expenses to gross receipts was

in 1857, $48\frac{1}{4}$ per cent.,
in 1858, $47\frac{8}{10}$ "

The latter, however, if allowance be made for the reduced rate of Freight and Toll, would be $58\frac{8}{10}$ instead of $47\frac{8}{10}$, showing a reduction of 10 per cent. in the working expenses of the Road during the present year.

The following comparative statement, which includes the miscellaneous charges omitted in the preceding comparisons, exhibits a decrease of $335,737 71 in the amount of profit earned, viz:—

1857.	Gross receipts		$3,065,521 56
	Expenses	$1,481,745 22	
	Renewal	120,008 21	1,601,753 43
	Carried forward	Profit	$1,463,768 13

	Brought forward			$1,463,768 13
1858.	Gross receipts . . .		$2,510,750 91	
	Expenses .	$1,199,798 35		
	Renewal .	182,922 14	1,382,720 49	
			Profit	$1,128,030 42
			Decrease	$335,737 71

Owing to the alteration in the rate of the appropriation for Renewal Fund from 3 cents to 5 cents per 100 tons carried one mile, as approved at the last annual meeting, the charge this year has been increased $73,168 86. If this be deducted from the above the actual decrease in the year's profit is $262,568 85.

As the earnings and expenses of the Lebanon Branch for the last eight months are included in the general account and somewhat interfere with the correctness of the preceding comparisons, a detailed statement of the business of the Branch will be found in Statement R, annexed to this Report.

The Dividend Fund for the year is exhibited as follows, viz :—

Net profit from all sources	$1,128,030 42
Less interest on the bonded debt (including those issued by the Lebanon Company)	739,701 00
Dividend Fund	$388,329 42

Equal to $3\frac{1}{3}$ per cent. on $11,737,041 22, the total amount of the capital stock of the Company.

The charge for interest includes all the bonds of the consolidated Companies, and, as it will not be increased, may be considered as the fixed annual deduction from income. Any future improvement in business will, therefore, add to the Dividend Fund of the year.

While every economy has been practised in working the road, perfect efficiency has been maintained in every department, and at no time have the roadway and rolling stock been in better condition. The cost of transportation has been reduced partly by the lower prices of materials and wages, but chiefly by the decrease in the number of casualties, arising from the superior condition of the road and machinery. The improvement in this respect is shown in the following statement of cars broken to tons of coal carried. In 1853, when the system of relaying and widening the tracks first commenced, the breakage was 1 to 2,875 tons carried.

In 1856 it was 1 to 4,950 "
" 1857 " 1 to 10,057 "
" 1858 " 1 to 27,955 "

The protracted depression of the iron trade, the stoppage of manufactures, and the general inactivity in business which existed at the close of 1857, sufficiently account for the falling off in the coal tonnage during the winter and spring of the past year, and affected, as upon other railroads, the general business of the Company. The greatest loss was on the line of the road, where the trade continues to be light, as many of the iron furnaces are still standing idle. The demand for the city and for shipment has been improving during the Autumn, and the decrease at Richmond would have been made up but for the great scarcity of vessels.

During the winter the trade had been reduced to the demand for immediate consumption and high or low prices could have little effect, until there was some general improvement in business. Such, however, was the anxiety to force sales on the opening of navigation, that very low prices were established, and it became necessary to reduce freight and tolls 20 cents to meet the reductions in other regions. The total of the coal tonnage was not affected by these reductions, but they no doubt varied the quantity that would have been done in the different regions. The business of last year was so exceptional in many respects, that the result must not be accepted as any indication of the future course of the trade.

The consumption of coal has been almost stationary during the last three years, and for the first time in the history of the anthracite coal trade there has been two consecutive years of decrease. Former periods of stagnation have been followed by rapid expansions, and as the manufacturing interests and the iron trade will soon be in full activity, there is ground to hope that the coal trade will not be the last in recovering its former prosperity.

The following appropriation has been made of the year's income, viz:—

Amount of Profit per Statement		$1,310,952 56
Less Renewal Fund		182,922 14
Net profit		$1,128,030 42
From which deduct for—		
Interest on Bonds	$708,714 00	
" " Mortgages	30,987 00	
		739,701 00
Dividend Fund		$388,329 42
Which has been disposed of as follows, viz:—		
To Sinking Fund on Reading Bonds .	$100,000 00	
" " Lebanon Valley Bonds	50,000 00	
Carried forward Together	$150,000 00	

Brought forward	$150,000 00	$388,329 42
(which with $123,244 08 from last year will at some future time be distributed among the Stockholders).		
Taxes	18,389 63	
7 per cent. Dividend declared on Preferred Stock to be paid hereafter .	108,626 00	
		277,015 63
Surplus, carried to the credit of Reserved Fund .		$111,313 79
The balance at the credit of this Fund at the end of last year has been appropriated, as sanctioned at the last Annual Meeting, viz :—		
To Losses and Depreciation of Assets		$108,655 94
To Loss on the Negotiation of Bonds due in 1886, issued in settlement of Floating Debt		654,360 18
The amount of said Balance		$763,016 12
The amount charged this year to Income for Renewal Fund is		$182,922 14
Out of which there has been expended . . .		170,208 25
Leaving a Balance applicable to the coming year of .		$12,713 89

During the season 18 miles of new track have been put into the road, and the relaying and widening has been completed up to Mohrsville. The total quantity of iron used for this purpose and for ordinary repairs during the year is 4,440 tons of new rails put in,

3,600 " of old rails taken out.

Excess 840 " put into the tracks.

Henceforth less iron will be required for ordinary repairs, as almost all the bad 68 lb. rails that were laid in 1855, have been taken out of the road.

Since the opening of the Lebanon Branch the impossibility to pass the wide cars of connecting railroads has been found a serious impediment to the development of the business, and the widening of the tunnels at Phœnixville and Manayunk could no longer be dispensed with. The work was, therefore, commenced at both places on the 1st December, and from the progress already made, it is fully expected that all the rock will be out by the middle of February, and everything completed by the end of March. The continual passing and repassing of the regular trains re-

quires unusual care and attention, but it is hoped that the precautions taken to guard against danger will enable the Engineers to carry through the work without accident or interruption to the business. This improvement will open the road between Harrisburg and Philadelphia to the wide cars of other companies, and permit bituminous coal and similar articles to be passed direct to the iron works and manufactories at the lower end of the Schuylkill Valley. Another advantage will be the introduction of more convenient passenger cars on the road. This work is one of the objects provided for by the increased allowance for Renewal Fund.

The relaying and widening track above Mohrsville, will require two years to complete, and it will not be necessary to widen Port Clinton tunnel before 1861.

A viaduct over the railroad at Girard Avenue, is in course of construction, and will be completed early in the Spring. This is one of the bridges authorized last year to be charged to Renewal Fund.

Several of the new passenger railroads propose to cross the Reading tracks at grade; but, as this would interfere with its business, and expose their own passengers to considerable risk of accidents, the Managers offered to bear part of the expense of erecting bridges, to avoid the danger and inconvenience. As the offer was not accepted, the protection of the Supreme Court has been appealed to, to prevent such crossings being made, until some efficient system of precaution shall have been established for the safety of passengers.

A new Freight Depot has been built at Pottsville, on some property owned by the Company.

The Willow Street Railroad has been relaid with heavy street rails, from Fourth Street to the river, and the store and wharf have been put into good repair, and made convenient for business. Iron and heavy articles can now be shipped direct from the cars at a considerable saving in expense and time, and the facilities afforded by this avenue to the Delaware, cannot fail hereafter to promote the freight business on the railroad.

The only thing wanting to complete the business arrangements in the city, is the building of a convenient Freight and Passenger Depot on the Company's property at Broad and James Street. By concentrating the business in one place, a saving in expense could be made, nearly equal to the interest on the capital required for its construction. The estimate for a complete depot, is $150,000. It is not necessary, however, to build it all at once, and the Managers propose, with your sanction, to proceed with it as fast as funds may become applicable for the purpose.

In accordance with the resolution passed at the adjourned meeting, held on the 8th day of March, the consolidation of the Lebanon Valley Railroad Company with the Philadelphia and Reading Railroad Company was

carried into effect, and on the 20th of March, 1858, the deeds were deposited with the Secretary of the Commonwealth, and the Lebanon Valley Company ceased to exist as a separate corporation. The outstanding accounts have been settled, and the cost of that road has been added to the capital account of the Reading Company. The total cost has been as follows, viz:—

Roadway and Bridges	$3,044,751 25
Depots	57,428 00
Real Estate	36,312 67
Land Damages	208,375 67
Interest, Discount on Bonds, Legal and other Expenses	643,842 31
Balance of loss on Reading 1886 Bonds, issued for this Road	425,266 48
Together	$4,415,976 38

There are still a few cases of land damages and other matters to be assessed by juries, and some small expenditure to complete the depot at Harrisburg. It will also be necessary to complete and improve the connections with other railroads at Harrisburg and Reading. The outlay for these purposes will, in some measure, depend upon the amount of business to be accommodated; and the Managers propose to proceed with them, only as they become indispensable by the growth of the trade.

Considering that the road was opened during a period of extreme depression, the development of the business has been very satisfactory, and thus far has been steadily increasing. From the beginning of April to the end of November

The gross Earnings were	$91,385 28
The Expenses	49,948 56
Profit on Lebanon Branch	$41,436 72
To which there should be added the amount earned on the Main Line from the same business (carried without extra trains and at a very trifling extra expense)	55,995 60
Total	$97,432 32

Eight months net profit from the business of the Lebanon Valley. The monthly net earnings have increased from $9,241 03 in April, to $18,113 75 in October, being at the rate of nearly 5 per cent. on the cost of the Branch. This is the more satisfactory, as, during this period, very little coal or iron ore passed over the road. A large demand for

both will spring up, upon a revival of the iron trade, and it is expected that early in the Spring all the furnaces in both valleys will be in full operation. At every station on the line new improvements are going on, which are attracting to the road the business of their surrounding neighborhoods.

Upon the completion of the East Pennsylvania Railroad, a new continuous route will be established between New York and the West, shorter than any now existing, which, in addition to merchandise and passenger business, will command the cattle trade of Virginia, Ohio, and the far West. The great facility for pasturage on the banks of the Susquehanna, will attract the trade to Harrisburg, and, in time, it may become the great central market from which the large cities on the seaboard will draw their future supplies.

With a business steadily increasing from existing connections, and a local trade, already of importance, and daily improving, the Lebanon Valley Branch will be found, at no distant date, to be a very important link in the chain of internal improvements, and must soon cease to be a burden upon the resources of the consolidated Companies.

The East Pennsylvania Railroad, from Reading to Allentown, on the Lehigh River, is approaching completion. It passes through a valley rich in deposits of iron ore and agricultural productions, which will hereafter pass over the Reading Railroad, to find their chief market in the Lebanon and Schuylkill valleys; a mutually advantageous business will thus be established between the Companies.

A contract for five years, with the option of extension, has been entered into with the Chester Valley Railroad Co., to work their road in connection with the Reading trains, and to keep the roadway and buildings in good repair and working order. By this arrangement a troublesome and dangerous crossing at Bridgeport will be avoided, and in future this Company will receive some compensation for the money expended at that place in sidings and other conveniences which have hitherto been quite unproductive. It is estimated, also, that by being worked conjointly, the tonnage of coal, iron ore, lime, &c., which pass more or less over both roads, may be largely increased to the mutual advantage of the two companies. The existing time arrangements of the Reading Company will permit connecting trains to be run very conveniently for the inhabitants of the Chester Valley, and the new business from thence will add very little to the working expenses of the Reading Railroad.

The following additions have been made during the year to the cost of the Railroad, &c., as exhibited in the general balance sheet of the Treasurer, at the end of the year viz:—

Account Construction	$19,301 59
" Real Estate	13,562 28
" Willow Street Railroad . .	100,000 00
" Telegraph	350 00
" Lebanon Valley Branch . .	4,415,976 38
Total added this year	4,549,190 25
Cost, 30th Nov., 1857	19,262,720 27
Total cost of the consolidated railroads on 30th Nov., 1858 . . .	23,811,910 52

The amounts expended on construction and real estate, amounting together to $32,863 87, are the only additions not authorized and directed at the last annual meeting. The former consists of the new depot at Pottsville, improvements on Willow Street, and at places along the line, and the latter of several trifling purchases required for extensions, and some small payments on account of real estate bought in former years. The cost of the Willow Street Railroad, and part of the cost of the Lebanon Branch, were included in the assets of the Company at the end of 1857.

In settlement of these additions to the cost of the road, the following stock and bonds have been issued and assumed, viz:—

Capital stock issued, or to be issued in exchange for Lebanon Valley shares		361,500 00
Reading 6 per ct. bonds due in 1886 issued	3,586,500 00	
Lebanon bonds assumed on consolidation	1,500,000 00	
		$5,086,500 00
Bonds and mortgages on real estate, and for damages settled		12,000 00
Total issued and assumed during the year . . .		$5,460,000 00
Stock and bonds outstanding on the 30th Nov., 1857 .		$18,472,991 22
Total capital stock and bonded debt on 30th Nov., 1858		$23,932,991 22
The excess of this over the total cost of the roads and equipments is		$121,080 70
Add the balance of this year's income carried to reserved fund		$111,313 79
Together		$232,394 49

being surplus of capital represented by floating assets to be realized hereafter.

Of the loan of 1857, payable in 1886, there was issued, in settlement

of floating debt of the Company existing at the close of 1857, bonds to the amount of $3,586,500, and the remainder of the loan, amounting to $3,413,500, is held for the other purpose for which it was created, viz: the redemption of the bonds to mature in the year 1860.

By the lamented decease of Chas. S. Boker, Esq., a vacancy occurred in the Board of Managers, which has been filled by the election of Jas. Dutton Steele, Esq., the engineer of the road, and he has subsequently been appointed Vice-President of the Company.

It may be proper to call attention to the peculiar advantages resulting from the union with the Lebanon Valley, the connection with the Chester Valley, and that proposed with the East Pennsylvania Railroads. The effect, it is believed, will be largely to increase the general business; and while it will in no respect diminish the efficiency of this road for the transportation of coal, it will open independent and valuable sources of revenue from passengers and general freight to be conveyed to and from the various points to which those railroads lead.

The Managers trust that the stockholders will see in the small expenditures and diminished charges an anxious desire to conduct the affairs of the road with the utmost economy consistent with efficiency. It is their intention, if they receive a continuance of the confidence of the stockholders, to pursue the same system, so that in the course of the ensuing year every outstanding current obligation will be paid in full, and a working capital may be accumulated sufficient for the ordinary business. This is believed to be the true policy of the Company; and if this course is approved and sanctioned by the stockholders, and the earnings of the road are devoted to these purposes, any temporary inconvenience will be amply repaid by the permanent prosperity that must ensue.

By order of the Board of Managers,

R. D. CULLEN, *President.*

PHILADELPHIA, *January* 10, 1859.

RENEWAL FUND—1857-'58.

Dr. To New Railroad Iron—			
Used in Main Tracks, 4,316 Tons		$257,636 85	
Laid in Willow Street 124 "		6,853 00	
4,440 Tons		264,489 85	
Less Old Railroad Iron taken up, 3,600 Tons . .		135,860 70	
			128,629 15
New Tracks—			
Relaying $18\frac{71}{280}$ miles of New Track		7,200 50	
Relaying 5,170 feet track on Willow St.		4,607 96	
			11,808 46
Bridges, &c.—			
Girard Avenue Bridge, Sustaining Walls, Widening Phœnixville and Manayunk Tunnels			13,195 21
Sundries—			
Renewing Willow Street Wharf, New Scale and Baggage Room at Port Clinton, Hauling of all Materials, Superintendence and Office Expenses			16,575 43
			$170,208 25
Cr. By 5 cts. per 100 Tons on 365,844,285 Tons, hauled one mile during twelve months, ending November 30th, 1858			182,922 14
Cr. Balance			$12,713 89

CONSTRUCTION ACCOUNT, 1858.

Railroad.

Details of Cost—			
Tracks and Switches at Pottsville Freight Depot	3,829 feet	4,604 72	
New Coal Sidings, &c., Philadelphia,	1,609 "	1,380 68	
Phœnixville and Manayunk Tunnel Sidings	944 "	981 12	
			6,966 52
Depots—			
New Freight Depot at Pottsville		6,230 99	
Paving on Willow Street, Philadelphia, and other points, and new Fire Pit at Richmond . . .		2,726 28	
			8,957 27
Workshops—			
New Car Hoisting Machine for Richmond Shops .		241 13	
New Planing Machine for Pattern Shop, Reading .		162 20	
New Slotting Machine for Reading Shops . . .		503 10	
			906 43
New Engines and Cars—			
1 New Snow Plough		484 75	
1 " Freight and Cattle Car		468 27	
Work on 2 New Passenger Engines		1,297 25	
" " 2 New Crane Cars at Pottstown . . .		221 10	
			2,471 37
Total,			$19,301 59

Railroad		$14,442,431 87			Stock, per report, Nov. 30, 1857		$9,635,629 51	
Depots		399,246 27						
Locomotive Engines and Cars		3,121,019 39			New Stock			
Real Estate		1,279,842 74			Issued for Lebanon Valley Railroad Stock	$237,800 00		
Telegraph Stock		20,180 00			Yet to be issued for do. do.	123,700 00		
			$19,262,720 27				361,500 00	
Added in 1858:—								$9,997,129 51
Railroad, for new sidings, &c.	$6,966 52				Preferred Stock			1,551,800 00
New Depots	8,957 27				Sinking Fund Stock			188,111 71
New Engines and Cars	2,471 37							$11,737,041 22
New Workshops	906 43				Reserved Fund, 1858			111,313 79
Real Estate	13,562 28							
Telegraph stock	350 00							
		33,213 87			Loans:—			
Willow Street Railroad		100,000 00			5 per ct. Bonds, 1836-60, unconvertible		705,600 00	
Lebanon Valley Railroad		4,415,976 38			6 " " 1843-60, unconvertible		1,572,800 00	
			4,549,190 25		6 " " 1844-60, convertible		886,000 00	
				$23,811,910 52	6 " " 1848-60, convertible		134,000 00	
Assets:—					6 " " 1849-60, convertible		85,000 00	
Cash	$67,496 37				6 " " 1849-70, unconvertible		3,209,600 00	
Bills Receivable	38,794 53							6,593,000 00
Freight and Tolls Bills, receivable in Dec. 1858	135,118 98				6 " " 1857-86, convertible		3,586,500 00	
	$241,409 88				7 " " 1856-86, L. Valley, conv.		1,500,000 00	
Less, Wages, Materials Bills, Drawbacks, and Connecting Roads	109,408 38							5,086,500 00
		132,001 50			Bonds and Mortgages, Real Estate		504,450 00	11,679,500 00
Stocks and Bonds held by the Company		291,532 56			Added this year	$14,000 00		
Materials on hand, current business of the Road, and debts incurred for 1859		421,474 41			Less paid off this year	2,000 00	12,000 00	
Debts due to the Company incurred in current business	29,720 44							516,450 00
Debts due to the Co. partly secured by Real Estate	595,274 43							
Less probable loss	117,879 92	477,394 51						
		507,114 95	1,352,123 42					

Liabilities:—							
Bills Payable	$215,703 73						
Debts due by the Company	158,931 04						
		374,634 77					
Coupons to 1st Jan., 1859, inclusive .		306,213 00					
Interest on R. E. Bonds		10,457 08					
Sinking Funds		273,244 08					
Deferred Dividends to Preferred Stockholders		155,180 00					
			1,119,728 93	232,394 49			
				$24,044,305 01			$24,044,305 01

S. BRADFORD, *Treasurer.*

PHILADELPHIA, *January* 10, 1859.

REPORT OF ENGINEER AND SUPERINTENDENT.

R. D. Cullen, Esq., President Philadelphia and Reading Railroad Company.

SIR:—

I beg to submit the following Report of the business and operations of the various departments of the road during the past year.

TRANSPORTATION DEPARTMENT

Has been reduced $200,321 75, compared with the expenses of the year 1857.

This difference has been caused by the decreased coal tonnage, the reduction in the cost of materials and labor, the comparative mildness of last winter, and the observance of a rigid economy in every item of expenditure.

Notwithstanding the marked decrease in the cost of repairs of locomotive engines, their efficiency has been well maintained during the year.

One first class engine, the "Black Diamond," has been built, in place of the "Montezuma," unfit for further service; four locomotives have been rebuilt with new boilers; four others supplied with new fire-boxes; and three altered from "wood burners," to use anthracite coal fuel exclusively.

The whole cost of this work has been borne by "Transportation Department," and is included in "Statement F."

The "Vera Cruz," alluded to in my last Report as a passenger engine, built in 1857, to use coal, has performed well in every respect. The two engines ordered by the Board to be built on her model, are progressing, and will be ready for work next spring.

The use of the "Wrought Iron Tubular Water Grate," and other improvements in the shape and material of the fire-boxes of our "coal-burning" engines, have already secured a decided economy in their repairs.

There has been also, during the past year, a gratifying diminution in the number of accidents to rolling stock, caused by the breakage of car-wheels and axles, and failure of their running gearing. No previous year exhibits a result equally favorable; and it is confidently believed that the ensuing season will allow of as satisfactory a comparison with those preceding it.

The good condition of the running machinery of the road is sufficiently

attested by the performance of its coal locomotives, with their average loads, the regularity of the passenger and freight trains, and the comparative freedom from accident, caused by defects in car gearing.

The slight increase in the cost of transporting through passengers has been occasioned by the addition of the "Reading Accommodation Train," and the passenger service of the "Lebanon Valley Branch," the former train having been commenced on August 23, 1858, and the latter road having been consolidated with, and worked by this Company, on and since March 20, 1858.

Statement R contains a full exhibit of the business, revenue, and expenses of this valuable branch of the main road. Commencing during a period of extraordinary depression of business, especially in those great staples whence its main revenue will be derived, the result is believed to be encouraging; sufficiently so to warrant the prospect of a large and remunerating local trade.

Regarding the Lebanon Valley Branch as the outlet for the vast through trade, bound for the city of New York, already centering at Harrisburg, by the great system of railroads meeting there, it is without a rival. Its shorter distance, its superior grades and curvature, and the avoidance of any transhipment from the shores of Lake Erie, or the Ohio River, to the waters of New York Harbor, must secure for it the character of the best route for passengers, and the trade of the great West.

The entire cost of working this branch since April 1, 1858, is included in the Transportation and other expense accounts of this Report.

ROADWAY DEPARTMENT.

The expenses of this Department are $43,278 59 less than last year, produced by the decreased tonnage, and other causes already stated.

Its expenses include also the cost of repairing and ballasting the "Lebanon Valley Branch" Road from April inclusive, amounting to $16,405 93.

The freedom from accidents to the rolling stock, and the marked diminution of the number of broken rails, compared with preceding years, exhibits the improved condition of the tracks, which are now in excellent order.

RENEWAL AND CONSTRUCTION DEPARTMENTS.

Railroad Iron.

New railroad iron used, 4,440 tons	$264,489 85
Less old " removed 3,600 "	135,860 70
	$128,629 15

New Tracks.

18.71 miles of new main track have been laid during the year, and 3.9 miles of turnout tracks at Pottsville, Philadelphia, Harrisburg, Womelsdorf, Richland, and other way stations. 5,170 feet of track have been relaid on the Willow Street railroad.

Buildings, Depots, &c.

A new merchandise depot has been erected at Pottsville, and a new passenger depot nearly completed at Harrisburg; new passenger and merchandise depots have been built at Womelsdorf and Missemers; a new scale and baggage-room at Port Clinton; depot tracks and water station completed at Lebanon; and sundry paving done about Willow Street railroad.

Bridges, Tunnels, &c.

Girard Avenue bridge has been commenced, and considerable progress made in its construction; preparations have been made, and an organization perfected for widening the Phœnixville and Manayunk tunnels; Willow Street railroad wharf has been repaired, and sustaining walls built at Spring Mill and Orwigsburg landing.

New Engines and Cars.

One new snow plough, and one cattle and freight car have been made, and two new passenger engines commenced, intended to use anthracite coal fuel exclusively.

All of which is respectfully submitted,
By your obedient servant,
G. A. NICOLLS,
Engineer and General Superintendent.

READING, PENNA., *November* 30, 1858.

STATEMENT A.

Business of Philadelphia and Reading Railroad for the Year ending November 30, 1858.

TONNAGE.

Coal transported, tons of 2,240 lbs.	1,542,646
Merchandise transported, tons of 2,000 lbs.	187,729
Materials for use of Road, including ballast, gravel, timber, rails, sills, cord-wood, stone, brick, iron, &c. &c., in tons of 2,000 lbs.	170,603
Total tonnage of Road for year on Main and Philadelphia Branch Roads, including weight of passengers, in tons of 2,000 lbs.	2,126,881
Total amount of coal transported to date, tons of 2,240 lbs.	22,164,769
Total tonnage of Road to date, tons of 2,000 lbs.	29,423,081

PASSENGER TRAVEL.

Total number of passengers during year, Main Road	285,651
Total number of miles travelled by same " "	9,615,728
Equal to, in through passengers, over whole length of Road	104,519
Total number of passengers to date, including Philadelphia Branch Road	3,226,815

RECEIPTS OF ROAD.

From freight and tolls on coal	$1,865,693 41
" freight on merchandise	335,914 94
" passenger travel	272,679 71
" transportation of U. S. Mail, express cars, and other sources	36,462 85
Total Receipts	$2,510,750 91

Philadelphia Branch Road (three miles long), between Philadelphia and Schuylkill Viaduct, Business for year.

Tonnage, ice, beer, stone, &c. &c., in tons of 2,000 lbs.	7,400
Passengers, total number	48,211

RECEIPTS.

From passengers	$2,633 79
" freight	1,764 24
" bridge tolls	541 33
	$4,939 36

STATEMENT B.

Expenses of Transportation Department, for the Year ending November 30, 1858.

RUNNING ACCOUNT.

Wages of all engineers, conductors, firemen, brakemen, &c.	$157,717 00	
Wood, 14,721 cords	38,932 24	
Loading, unloading, and cutting wood	16,918 87	
Oil, 33,782 gallons	27,337 42	
Tallow, lard, grease, and cotton waste	4,003 57	
Tolls paid Norristown and City Railroads, and expenses in Broad Street	6,096 11	
Coal fuel for locomotive engines, 39,281 tons	77,383 30	
Allowance for use of coal and freight cars	14,205 56	
Expenses of magnetic telegraph	7,330 23	
Water rent, Palo Alto and Philadelphia	3,575 00	
Sundries	4,215 77	
		$357,715 07

WORKSHOP ACCOUNT.

Wages of all machinists, blacksmiths, carpenters, mechanics, and shop hands	$201,022 78	
Bar iron, steel, blooms, &c.	16,356 62	
Iron castings	7,854 98	
Copper, spelter, tin, lead, &c.	7,790 33	
Timber and lumber	12,726 02	
Anthracite coal for shops, &c.	9,394 30	
Bituminous " "	1,544 82	
Hardware, files, tools, paints, &c.	8,481 92	
Wheels for cars, engines, and tenders	15,837 06	
Axles " " "	7,178 73	
Tires for engines	2,618 57	
Patent rights	250 00	
Sundries	2,810 53	
		$293,866 66

Amount carried forward, $651,581 73

Amount brought forward,		$651,581 73

DEPOT ACCOUNT.

Wages of all hands . . .	$28,905 82	
Wages of all watchmen . . .	19,320 50	
Pumping water, coal, materials, horse feed, and sundry expenses . . .	7,730 92	
		$55,957 24

SUPERINTENDENCE ACCOUNT.

Salaries of all officers, clerks, and agents .	41,946 82

OFFICE ACCOUNT.

Stationery, printing, advertising, fuel, furniture and sundries . . .	8,795 80

LATERAL ROADS EXPENSES.

Salaries of agents, use of engines, &c. .	3,973 11
	$762,254 70

STATEMENT C.

Division of Expenses of Transportation Department for 1858.

	No.	Rate.	
Transportation of Coal from Coal Region to Richmond, Philadelphia, and other points, Statement H (tons of 2240 lbs.) . . .	1,542,646	27.74	$427,933 41
Transportation of Merchandise between Pottsville, Reading, Philadelphia, and other points, Statement L (tons of 2000 lbs.) . . .	187,729	62.8	117,981 22
Transportation of Through Passengers between Pottsville and Philadelphia, Statement K (No.)	104,519	73.9	77,280 96
Expenses of Transportation of Coal over Philadelphia Branch, and Norristown Railroads, and in Philadelphia			23,206 11
Superintendence, including salaries of all officers, clerks, &c.			41,946 82
Wages of Watchmen at Wharves, Depots, and Switches			19,320 50
Expenses of Delivering Coal and Merchandise, and hauling Cars for all purposes at Reading and other Depots			11,970 00
Office Expenses, Stationery, Printing, &c. .			8,795 80
Allowances for use of Coal and Freight Cars owned by other parties			14,205 56
Salaries of Agents, and Expenses on Lateral Roads in Coal Region			3,973 11
*Expenses of Magnetic Telegraph, including Salaries of Day and Night Operators . .			7,330 23
Water Rent, Palo Alto, and Philadelphia .			3,575 00
Patent Rights			250 00
Sundry Expenses, Express Engines, Extra Trains, &c. &c.			4,485 98
		Total	$762,254 70

* This item has hitherto been included in "Salaries" and "Wages."

STATEMENT D.

Number of Engines, Cars, &c., upon the Philadelphia and Reading Railroad, November 30, 1858.

LOCOMOTIVE ENGINES.

122	First Class Engines.
13	Second " "
4	Third " "
3	Fourth " "
142	Total.

COAL CARS.

1	Eight-wheeled Iron Coal Car.
471	" Wooden Coal Cars, besides 100 used by Company, owned by other parties.
2,948	Four-wheeled Iron Coal Cars.
1,289	" Wooden Coal Cars, besides 609 used by Company, owned by other parties.
4,709*	Total.

CARS FOR FREIGHT AND GENERAL USE.

127	Eight-wheeled Covered House Cars.
47	" Box Cars.
137	" Open Platform Cars.
182	Four-wheeled Covered House Cars.
432	" Open Platform, Box, and Dumping Cars.
925	Total.

PASSENGER CARS.

39	Eight-wheeled Passenger Cars.
12	" Baggage Cars.
7	" Mail and Express Cars.
58	Total.

* 89 old Four-wheeled Wooden Coal Cars are to be rebuilt into new Cars, their full value having been charged in transportation expenses.

In addition to the foregoing, the Company own :—

2 Small Passenger Cars for use of road.
12 Stationary Engines, from 4 to 60 horse-power for driving machinery.
10 Steam and Water-power Engines, for pumping at water stations, sawing wood, &c.
3 Portable Wood-cutting Steam Engines.
8 Snow Ploughs.
1 Dredging Machine.
32 Carts, Wagons, Drays, and Lumber Trucks, for hauling Wood, Timber, Merchandise, &c.
67 Horses, for hauling in Philadelphia, Richmond, and elsewhere.

STATEMENT E.

Table of Names, Weights, Makers, Condition and present Duty of all Locomotive Engines owned by the Philadelphia and Reading Railroad Company, November 30, 1858.

Names.	Class.	Weight.	Maker.	When first ran.	Miles Ran. Past Year.	Miles Ran. Total to Date.	Condition and Duty.
Atlas	1st.	27.0	Baldwin, Philadelphia.	April 1846	6,567	195.894	At work, Falls Grade.
Hercules	"	27.0	do do	" "	11,387	191.379	do do
Kentucky	"	22 4	do do	" "	7,771	182.850	do Lateral Roads.
Princeton	"	22.4	do do	May "	1.835	182 202	At Richmond, in order.
Pocahontas	"	23.4	Rebuilt by do do	Aug. 1855	5,053	48 655	At Reading, in order.
Alabama	"	22 2	do do	April 1846	4 947	196.328	do do
Indiana	"	21.9	do do	" "	1,486	187,803	do do
Washington	"	22.4	do do	June "	4,525	188.480	At work, Port Clinton.
United States	"	18.8	do do	July 1844	9,981	204,475	do Roadway Department.
Ontario	"	19.1	do do	Aug. "	7,984	226,157	In shop, altering to burn coal.
Virginia	"	19 1	do do	Sept. "	4,360	244,006	At work, Roadway Department.
Niagara	"	19.6	do do	April 1845	7.672	201,833	do do
Pacific	"	19.5	do do	" "	3,138	186.328	In shop, altering to burn coal.
Independence	"	19.5	do do	May "	7,593	212.116	At work, Wood Train.
Oregon	"	19.5	do do	" "	5,050	182,592	In shop, rebuilding.
St. Lawrence	"	19.5	do do	June "	7,692	190.630	At work, Roadway Department.
Constitution	"	19.5	do do	" "	7.787	172.098	do Wood Train.
Champlain	"	20.1	do do	Sept. "	1,195	176,661	At Richmond, in order.
Hudson	"	21.2	do do	Oct. 1844	20,750	227.675	At work, Roadway Department.
Dauphin	"	23.7	do do	" 1850	8.087	118,404	At Reading, in order.
Baltic	"	22.9	do do	" "	8,509	120.724	At Richmond, in order.
Perry	"	23.8	do do	" "	2,354	112 428	do do
Humming Bird	"	24.6	do do	April 1855	23.305	87.945	At work, Passenger Train.
Blue Bird	"	24.6	do do	May "	26,898	75.914	do do
Seminole	2d	13.1	do do	Feb. 1840		173,657	Out of use, in Schuyl. Haven Engine House.
25 in all.			Made by Baldwin, Philadelphia.				
Baltimore	1st	27.5	Ross Winans, Baltimore.	June 1847	148	145.401	At Reading, to be rebuilt.
Maryland	"	27.5	do do	Sept. "		128,405	In shop, rebuilding.
Delaware	"	27.5	do do	" "		128.293	do do
Patapsco	"	24.6	do do	Oct. 1850	14.908	133 627	In use by Treverton Coal & R. R. Co.
Minnesota	"	22 5	do do	Nov. "	5.967	119.678	At work, Richmond.
Iowa	"	25.4	do do	Oct. 1851	11,738	96,384	At Reading, in order.

Wisconsin	1st	25.2	Ross Winans, Baltimore.	Nov.	1851	4.025	85 341	In shop, under repair.
New Jersey	"	25.5	do do	March	1852	12,139	113,731	do do
Mississippi	"	26.5	do do	May	"	6,558	115,424	do do
Connecticut	"	26 5	do do	"	"	12,683	108.162	At work, Coal Trade.
New Hampshire	"	26.5	do do	June	"	14,883	114,356	do do
Utah	"	26.2	do do	"	"	12,721	119.638	In shop, under repair.
Chippeway	"	26.7	do do	April	1854	11,743	78,525	At work, Coal Trade.
Monongahela	"	27.2	do do	March	"	14.032	84,247	In shop, under repair.
Tamaqua	"	27.2	do do	"	"	14.938	85,977	At work, Coal Trade.
Saranac	"	27.0	do do	"	"	13,371	78,841	do do
Susquehanna	"	27.0	do do	April	"	12,593	79,602	do do
Colorado	"	27.0	do do	"	"	10,747	73.876	In shop, under repair.
Narragansett	"	27 0	do do	"	"	14,339	76,113	At work, Coal Trade.
Penobscot	"	27.0	do do	May	"	14,249	67,779	do do
Kennebeck	"	27.0	do do	"	"	5,849	68,623	In shop, under repair.
Nebraska	"	27.0	do do	"	"	14,543	80.693	At work, in Coal Trade.
Santee	"	27.0	do do	"	"	10,838	63,065	do do
Shenandoah	"	27.0	do do	June	"	16,766	77,172	do do
Cumberland	"	27.0	do do	"	"	15,718	75,178	do do
Potomac	"	27.0	do do	"	"	16,557	75,121	do do
Savannah	"	27.0	do do	"	"	17,516	85 309	do do
Yellow Springs	"	26.7	do do	January	1855	14,377	64,627	do do
Arkansas	"	26.7	do do	March	"	14,226	59,594	do do
Rausch Gap	"	26.7	do do	"	"	14,977	63,909	In shop, under repair.
Pottsville	"	26.7	do do	"	"	12,894	60,058	At work, Coal Trade.
Rhode Island	"	26.7	do do	April	"	9,973	53,714	In shop, under repair.
Harrisburg	"	26.7	do do	"	"	6,809	46,003	do do
Germantown	"	26.7	do do	"	"	7,658	54,363	At work, Freight Train.
Lexington	"	26.7	do do	"	"	11,979	61,687	do Coal Trade.
San Francisco	"	26 7	do do	"	"	12,796	62 748	do do
Ashland	"	26.7	do do	"	"	12,997	58,963	do do
Mount Vernon	"	26.7	do do	"	"	14,959	60.375	do do
Buffalo	"	27.2	do do	"	"	16.889	62.261	do do
Richmond	"	27.2	do do	"	"	14.595	66.302	do do
Panama	"	27 2	do do	May	"	17,885	61,975	do do
Wilmington	"	27.2	do do	"	"	13.288	57,545	do do
Charleston	"	27 2	do do	June	"	14.777	62.136	do do
Albany	"	27.2	do do	"	"	13,582	57,729	do do
44 in all.			Made by Ross Winans, Baltimore.					
Mohawk	"	20.7	Norris, Schenectady.	Oct.	1850	13,862	137,593	At Reading, in order.
Genesee	"	20.7	do do	"	"	19,664	148,574	At work, Passenger Train.
2 in all.			Made by Norris, Schenectady.					
Octorara	"	28.9	Made by Reading Railroad Company.	May	1853	14.750	116,183	At work, Coal Trade.
Metamora	"	28.9	do do	June	"	14,755	122,152	do do
Aramingo	"	28.9	do do	July	"	12,525	105,702	do do
Wissahickon	"	28.9	do do	Aug.	"	12,390	112,168	do do
Camanche	"	29.0	do do	Sept.	"	16,250	112,806	do do

STATEMENT E—*Continued.*

Names.	Class.	Weight.	Maker.	When first ran.	Miles Ran. Past Year.	Miles Ran. Total to Date.	Condition and Duty.
Seneca	1st	28 9	Made by Reading Railroad Company.	Oct. 1853	20,253	118.543	At work, Coal Trade.
Tecumseh	"	27 9	do do	Nov. "	11.608	103.298	do do
Alleghany	"	23.9	do do	Nov. 1851	25.655	148 693	do Freight Train.
Wyomissing	"	26.9	do do	July 1852	14,837	118.992	do Coal Trade.
Pawnee	"	26.9	do do	Aug. "	9,861	113,747	do do
Swatara	"	26 9	do do	" "	14,030	111,656	do do
Perkiomen	"	26.9	do do	Sept. "	17.516	111,243	do do
Tennessee	"	27.9	do do	Nov. "	9,918	118,779	do Reading Coal & Frt. Train
Powhattan	"	27.9	do do	" "	10.242	102,644	In shop, under repair.
Scioto	"	27.9	do do	Nov. 1854	13.021	85,664	At work, Coal Trade.
Wabash	"	27.9	do do	" "	15,957	78.652	do do
Juniata	"	27.6	do do	June 1855	20.399	83.246	do do
Illinois	"	29.6	do do	May 1852	17.166	126.527	do Market Train.
Michigan	"	29.6	do do	June "	20.173	126,276	do do
Vera Cruz	"	26.5	do do	Aug. 1857	30.826	32,813	do Passenger Train.
Buena Vista	2d	19.1	do do	April 1848	4.158	121.873	do Reading
Stag	4th	14.6	do do	Feb. 1851	19,416	112 912	At Pottstown, in order.
Ariel	"	8.3	do do	Aug. 1856	12,451	26.636	At Reading, do
Witch	"	8.5	do do	Nov. 1855	6.802	30 064	At Pottsville, do
Georgia	1st	24.1	Rebuilt by do	Oct. 1850	16.159	130 589	At work, Coal Trade.
Louisiana	"	23.9	do do	Nov. "	15.409	127.652	do do
Carolina	"	23.3	do do	June 1857	16,908	25,808	do Lateral Roads.
Wyoming	"	19.6	do do	Feb. 1847	1.809	157,765	At Palo Alto, in order.
Palo Alto	"	20.8	do do	May "	8,810	172.470	At work, Richmond.
Monterey	"	19.9	do do	June "	5.376	152.020	do Schuylkill Haven.
Saratoga	"	19.2	do do	" 1842	6,947	184.324	do do
Mahanoy	"	20.5	do do	" 1856	14.822	42 094	do Lateral Roads.
Atlantic	"	20.1	do do	Aug. 1844	3 461	175,213	In shop, under repair.
Philadelphia	"	21.9	do do	April 1854	13.527	56.652	At work, Reading.
California	"	21.5	do do	May 1848	7,499	142.341	do Richmond.
Chesapeake	"	20.1	do do	March 1847		124.704	At Reading, in order.
Florida	"	23.7	do do	Sept. 1855	12.116	50.128	At work, Roadway Department.
Amazon	"	25 2	do do	June 1856	14,075	39,912	do Lateral Roads.
Empire	"	25.8	do do	July "	9.351	28.139	do Richmond.
Yorktown	"	25.5	do do	Nov. "	16,347	37,476	In shop, under repair.
Columbus	"	22.4	do do	Nov. "	14.631	28,277	At work, Lateral Roads.
Rio Grande	"	25.1	do do	July 1857	15.018	21.465	do Philadelphia Branch Road.
New York	"	23 8	do do	" "	14.872	18,992	In shop, under repair.
Missouri	"	23.3	do do	" "	13.003	21.321	At work, Lateral Roads.
Texas	"	22.4	do do	June 1858	13,722	13,722	do Freight Train.

Black Diamond..	1st	28.4	Rebuilt by Reading Railroad Company.	June	1858	10,562	10,562	At work, Freight Train.
Warrior	"	22 4	do do do	Oct.	"	3,555	3,555	do do
New England....	"	21.6	do do do	Sept.	"	5,601	5,601	do do
Ohio	"	27.5	do do do	Aug.	"	5.496	5.496	do Coal Trade.
Reading.....	2d	17.2	do do do	Oct.	1842	6.335	212.830	do Roadway Department.
Schuylkill.....	"	14.7	do do do	July	1843	2,555	136.348	do Phœnixville.
Osceola	"	14 8	do do do	Aug.	"		122.563	In shop, under repair.
Huron	"	14.8	do do do	"	"	4 862	122.713	At Richmond, in order.
Erie	"	14 8	do do do	"	"	1.665	129 929	At work on East. Penna. Railroad.
Ontalaunee	"	14.6	do do do	July	"	2.658	131.352	In shop, under repair.
Tuscarora	"	13 8	do do do	June	1855	9.516	24 813	At work, Reading.
Shamokin.....	"	14.1	do do do	Nov.	"	10,881	33.727	do Palo Alto.
Gowan and Marx	"	13.8	do do do	Aug.	1856	6.376	14.381	do Reading.
Manatawny.....	"	18.5	do do do	June	1858	9.859	9,859	do Valley Passenger Train.
Antelope.....	3d	9.3	do do do	June	1838	5,855	205,219	In shop, under repair.
60 in all.			Built and Rebuilt by Reading Railroad Company.					
Maine	1st	21.6	Boston Locomotive Works.	July	1849	9,938	145,832	At work, Wreck Train.
Auburn.....	1st	27.8	Norris, Philadelphia.	"	1854	3.824	90.449	At Reading, in order.
Elmira.....	"	27.8	do do	"	"	4.852	87.640	In shop, under repair.
America	2d	13.4	do do	Oct.	1842	11,555	242,744	At work, Philadelphia Branch Road.
3 in all.			Made by Norris, Philadelphia.					
Engineer.....	3d	8.8	Braithwaite & Co., London.	May	1838	7.148	190,395	At work, Reading.
Rocket.....	"	8.5	do do	"	"	2,632	182.345	do Pottstown.
Planet	"	8.5	do do	Aug.	"	1,187	168,825	do Schuylkill Haven.
3 in all.			Made by Braithwaite & Co., London.					
Pine Grove	1st	24.4	Danforth, Cook, & Co., Patterson, N. J.	Feb.	1855	32,413	100,054	At work, Passenger Train.
Petrel.....	"	23.6	do do	July	1857	31,964	40,540	do do
2 in all.			Made by Danforth, Cook & Co., Patterson.					
Cambridge	1st	25.5	Davenport, B. & Kirk, Cambridgeport.	June	1850	7,507	115 205	At Reading, in order.
Taunton	"	24.7	Taunton Locomotive Works.	July	1855	16.207	54.738	At work, Freight Train.

CONDENSED TABLE,

Showing Condition and Employment of all Engines owned by the Philadelphia and Reading R. R. Company on above date.

How Employed.	1st Class.	2d Class.	3d Class.	4th Class.	Total.
In daily use in good order, on Reading or Lateral Roads - - - - - - - -	87	9	3		99
In workshops, under repair - - - - - - - - - - - - - - - -	15	2	1		18
In good order, ready for use - - - - - - - - - - - - - - - -	14	1		3	18
Out of use, rebuilding, &c. - - - - - - - - - - - - - - - -	6	1			7
Total - - - - - - - - - - - - - - - -	122	13	4	3	142

STATEMENT F.

Work and Repairs of all Locomotive Engines owned by the Philadelphia and Reading Railroad Company, for the year ending November 30, 1858.

Miles Ran.

How Employed.	Classes.				Total.
	1st.	2d.	3d.	4th.	
Reading Railroad Transportation Department . .	1,141,242	38,534	6,327	11,194	1,197,297
Reading Railroad Roadway Department . . .	23,805	816	5,363	19,416	49,400
Reading Railroad Renewal, &c. Department . .	19,828	1,196	2,787		23,811
Total Reading Railroad .	1,184,875	40,546	14,477	30,610	1,270,508
Total Lebanon Valley Branch	104,308	5,519		3,924	113,751
On Lateral Roads in Coal Region	156,315	23,428	2,345	4,135	186,223
Total	1,445,498	69,493	16,822	38,669	1,570,482

Total number of tons hauled one mile, exclusive of engine and tender 365,844,285
Average weight of loaded Coal trains down, " " . 728
" " empty Coal trains up, " " . 255.7
" " Passenger trains, " " . 61
All tons of 2,000 lbs.

COST OF REPAIRS OF ENGINES.

Wages of all mechanics	$98,470 55
Materials—iron, steel, brass, &c.	40,903 16
Superintendence, tools, paints, &c.	12,119 45
	$151,493 16

Total number of miles ran by all Engines owned and used by Company, from May, 1838, to November 30, 1858 . 21,208,835
Total number of tons hauled one mile, between same dates, 5,047,049,867

STATEMENT G.

Cost of Repairs and Renewals of Coal, Freight, and Passenger Cars on the Philadelphia and Reading Railroad, for the year ending November 30, 1858.

COAL, FREIGHT, AND WOOD CARS.

Wages of all mechanics	$74,561 12
Timber, iron, steel, and all metals	34,875 37
Superintendence, tools, paints, oils, &c.	10,823 39
Total	$120,259 88

COST OF REPAIRS OF PASSENGER CARS.

Wages of mechanics	$5,892 25
Iron, steel, timber, &c.	4,629 63
Superintendence, tools, paints, varnish, &c.	1,503 13
Total	$12,025 01

STATEMENT H.

Items of Cost, in detail, of Hauling Coal, on the Philadelphia and Reading Railroad, for the year ending November 30, 1858.

Per round trip of 190 miles, from Coal Region to Tidewater, and back with empty cars; transporting average loads of 421.7 Tons of 2,240 lbs. each Train.

Items of Cost.	No.	Description.	Average rate.	Amount.
Wages of Engineer	2	Days.	2.90	5 80
" Firemen	2	"	1.75	3 50
" Conductor	2	"	1.65	3 30
" Brakemen and Signalman	5.2	"	1.53	7 95
Anthracite Coal for Fuel, including firing up, &c.	8.19	Tons.	2.22	18 18
Oil for Engine and Tender, including Lamps	2.05	Galls.	1.20	2 46
Oil and Grease for Cars			P. Trip	4 10
Repairs of Engine and Tender	190	Miles.	9.5	18 05
" of Coal Cars			P. Trip	26 43
Supplying Water	16	M. Galls.	6	96
Wood for Kindling, &c.	45	Cords.	4.10	1 84
Assistant Engines at Falls Grade	421.7	Tons.	.012	5 06
Car Couplers, Timekeepers, Dispatchers, Telegraph Operators, and Turning Crews	421.7	"	.018	7 59
Allowance for Engines laying over, Assistant Engines, and all other contingent expenses	421.7	"	.028	11 76
Equal to 27.74 cents per ton.				$116 98

All the Coal Transportation of the Road, for the past year, has been performed by Locomotives using Anthracite Coal, exclusively, for Fuel.

STATEMENT K.

Items of Cost, in detail, of running Passenger Trains on the Philadelphia and Reading Railroad, for the year ending November 30, 1858.

USING WOOD FUEL, PER DAILY TRIP OF 93 MILES.

Items of Cost.	No.	Description.	Average rate.	Amount.
Wages of Engineer	1	Day.		2 50
" Fireman	1	"		1 50
" Conductor	1	"		2 25
" Baggage Master	1	"		1 28
" Brakeman	1⅛	"	1.25	1 41
Wood for Fuel, including firing up	2.6	Cords.	4.10	10 66
Water used	3	M. Galls.	0.6	18
Oil for Engine and Tender, including Lamps	1⅛	Galls.	1.20	1 35
Oil and Grease for Cars				38
Repairs of Engine	93	Miles.	6.3	5 86
" of and Refitting Cars				6 34
Hands at Depots, Extra Engines, &c.				4 10
Sundries for Trains				2 95
				$40 76

Equal to, at 55.1 through Passengers per train, 73.9 cents per Passenger.

STATEMENT L.

Items of Cost, in detail, of running Freight Trains on the Philadelphia and Reading Railroad, for the year ending November 30, 1858.

PER DAILY TRIP OF 93 MILES.

Items of Cost.	No.	Description.	Average rate.	Amount.
Wages of Engineer	1	Day.		2 95
" Fireman	1	"		1 65
" Conductor	1	"		1 75
" Brakemen and Signalman	3	"	1.46	4 38
Coal for Fuel	3.35	Tons.	2.45	8 21
Wood for Kindling, &c.	.3	Cords.	4.10	1 23
Oil and Tallow, for Engine and Tender				1 45
Oil and Grease for Cars			P. Trip	1 38
Repairs of Engine and Tender	93	Miles.	9.2	8 56
" Cars			P. Trip	11 50
Depot hands, and other Depot Expenses				17 26
Water used	6	M. Galls.	.06	36
Renewals of Sundry Articles, Goods Damaged, &c.				3 65
				$64 33

Equal to 62.8 cents per ton, at 112.4 tons per train.

STATEMENT M.

Cost of Transportation over Philadelphia and Norristown Railroads, and of Horse Power in Broad Street, Philadelphia, for the year ending November 30, 1858.

Amount paid for Norristown and City Railroad Tolls	$5,146 11
Agents and Sundry Expenses in Philadelphia	900 00
Cost of Engines Hauling Cars, between Falls and Broad Street, Philadelphia	17,160 00
Cost of Horse Power in Philadelphia	1,860 29
	$25,066 40

STATEMENT N.

Points of Supply, and Distribution of Coal, on the Philadelphia and Reading Railroad, for the year ending November 30, 1858.

Amount of Coal received from various Lateral Railroads in Coal Region.

	Tons.
Mount Carbon and Port Carbon Railroad, at Port Carbon, from Valley and Mill Creek Railroads	418,009
Mount Carbon Railroad at Mount Carbon	97,330
Mine Hill and Schuylkill Haven Railroad, at Schuylkill Haven	677,774
Dauphin and Susquehanna Railroad, at Auburn	55,479
Little Schuylkill Railroad, at Port Clinton	294,054
Total,	1,542,646

Where delivered on Line of Reading Railroad.

Station or Turnout.	From Port Carbon.	From Mount Carbon.	From Schy'l Haven.	From Auburn.	From Port Clinton.	Total.
Pottsville			499			499
Schuylkill Haven	208					208
Orwigsburg	38		27			65
Auburn	141		22		5	168
Port Clinton	210					210
Hamburg	83	5	67		10	165
Mohrsville	505		707			1,212
Between Reading and Mohrsville	1,419	290	186		31	1,926
Reading	25,116	1,972	15,755	2,236	7,126	52,205
Lebanon Valley Branch. Sinking Spring	121	66	677	17	36	917
Wernersville	157	44	201		11	413
Robesonia	5,346	22	3,972	55		9,395
Womelsdorf	9	31	874	114		1,028
Missemer's	403	13	133			549
Richland	5	241	158	13		417
Meyerstown	50		435			485
Lebanon	1,398	308	7,208	292	217	9,423
Annville	14	78	264			356
Palmyra		9	9		123	141
Derry			144			144
Hummelstown		5				5
Birdsboro'	97		203		123	423
Douglassville	448	11	108		14	581
Pottstown	5,840	1,336	2,744	1,142	333	11,395
Limerick	204	31	477	43	22	777
Royer's Ford	535	18	232	4		789
Phœnixville	2,306	203	19,977	352	15,136	37,974
Valley Forge	124	74	94		5	297
Port Kennedy	292	14	1,559		867	2,732
Norristown	6,167	1,387	7,269	394	5,155	20,372
Rambo's Limekilns	389	313	947		1,148	2,797
Swede's Furnace, below Norristown	19	4	450			473
Conshohocken	5,887	651	15,426	366	419	22,749
Egberts	200	51	274	22	97	644
Falls	587	439	21,818	2,971	8,581	34,396
Nicetown and Germantown	18,214					18,214
Philadelphia Branch Road	1,013					1,013
Philadelphia	129,494	4,357	89,204	6,950	48,082	278,087
Richmond	210,970	85,357	485,654	40,508	206,513	1,029,002
Total, Tons	418,009	97,330	677,774	55,479	294,054	1,542,646

STATEMENT O.

Distribution of Items, comprising Net Expenses of Transportation and Roadway Departments, for the year ending November 30, 1858, *under the heads of Cost of Transporting Coal, Merchandise, and Passengers.*

Items of Cost.	Cost of Transporting.			Total Net Expenses.
	Coal.	Merch'dise.	Passengers, Mail, &c.	
Net cost of transporting each, as per Statement C	427,933 41	117,981 22	77,280 96	623,195 59
Roadway Expenses	158,704 13	29,640 25	34,964 64	223,309 02
Transportation between Falls and Philadelphia, Watchmen, Lateral Roads, Missing Coal, Superintendence and Office Expenses, and Sundries . .	106,989 67	19,581 33	13,712 88	140,283 88
	$693,627 21	$167,202 80	$125,958 48	$986,788 49
Hauling and assorting Cars in Coal Region, and at Richmond	35,455 95	3,483 36	1,490 32	40,429 63
Broad Street Hauling		1,023 17	837 12	1,860 29
Contingent Expenses in Philadelphia .	39,313 86	7,218 28	6,192 15	52,724 29
	$768,397 02	$178,927 61	$134,478 07	$1,081,802 70

SUMMARY.

Of Total expenses for Year, Coal . . . is charged with 49.81 cents per ton.
Do. do. Merchandise, do. 95.31 " "
Do. do. Through Passengers do. 128.67 " each.

STATEMENT P.

Description of Merchandise transported over the Philadelphia and Reading Railroad, and amount of same received in the city of Philadelphia for the year ending November 30, 1858.

IN TONS OF 2000 LBS.

Description of Merchandise.	Received at Philadelphia.	Total Transported over Road.
Coal (Anthracite)	1,524,719	1,727,763
Ale, Beer, Porter, Cider, and Malt Liquors	267	1,520
Blooms	500	1,278
Bricks, Common and Fire		693
Bituminous Coal	303	2,385
Books and Stationery, Paper of all kinds	678	830
Bran, Ship Stuff, Chops and Middlings	75	2,097
Butter and Eggs	1,641	1,889
Clay and Sand	397	595
Cotton and Wool	241	689
China, Glass, and Queensware	6	1,444
Dry Goods and Carpetings	371	3,261
Empty Bags, Barrels, and Boxes	230	1,069
Flour: (38,193 bbls. at Philadelphia: whole line 116,908 bbls.)	4,109	12,275
Furniture, all kinds, and Pianos	430	1,730
Fresh Meat, Fish, and Fruit	34	1,735
Groceries, Coffee, and Tea	17	4,653
Grain of all kinds	2,764	14,109
Hams and Bacon	47	1,329
Hardware and Cutlery, Lead, &c.	242	1,809
Iron Ore	18	26,330
Iron—Bar, Boiler, and Cast	3,158	7,351
Ice	62	6,138
Lime		1,413
Limestone and all other Stones	41	2,150
Leather, Hides, and Skins	726	1,591
Live Stock	734	1,132
Marketing and Garden Truck	167	829
Machinery, Steam Engines, and Boilers	297	1,279
Molasses and Syrups		3,905
Malt and Barley	6,977	9,522
Nails and Spikes	250	1,191
Oysters		1,216
Oil of all kinds	25	1,517
Pig Iron	5,950	12,936
Potatoes	231	1,307
Paints and Dye Stuffs	27	659
Railroad Iron, all sizes	2,125	7,222
Rags	72	564
Sills		3,109
Scrap Iron, Cast and Wrought	67	1,490
Shingles, Shooks, and Staves	283	1,172
Seeds of all kinds	618	742
Sugar		4,073
Salt		2,596
Salt Beef, Pork, and Fish	38	1,899
Timber, Lumber, and Prop Timber	3,144	21,774
Tobacco and Cigars	10	850
Whiskey, Alcohol, and Burning Fluid	846	3,441
Sundries not stated	3,141	10,342
Grand Totals	1,566,078	1,922,893

STATEMENT R.

Lebanon Valley Branch Railroad.

Statement of its business, revenue, and expenses, for the *eight months* ending November 30, 1858.

BUSINESS.

Passengers: total number	61,324
" " " miles travelled	1,300,522
" equal to "through passengers" (54 miles each)	24,084

MERCHANDISE.

Anthracite coal, westwardly	26,094
Bituminous " eastwardly	613
Iron ore, in both directions	18,758
All other freight, of every description	44,618
Tons of 2,000 lbs.	90,083

REVENUE.

On Lebanon Valley Branch Road exclusively:

From coal and merchandise generally	47,742 68
" passengers	37,642 60
" transportation of U. States mail	3,600 00
" " of express matter	2,400 00
	$91,385 28

In addition to the above revenue, the following sums were received from that portion of the same merchandise and passengers which passed over the main line of the "Reading Railroad:"—

From 49,280 tons of merchandise	44,229 38
" 10,057 passengers	11,766 22
	$55,995 60

EXPENSES: including total cost of working during eight months.

Running account:	passenger and freight trains	24,695 64
Depot "	hands at depots and water station	2,399 51
Superintendence account:	salaries of all agents	3,661 85
Office account:	stationery, printing, &c.	1,455 31
Roadway "	maintenance of track	17,736 25
		$49,948 56

All the above items of business, revenue, and expenses are included in the preceding statements of similar character, of the Philadelphia and Reading Railroad.

Comparative Wear and Breakage of Rails from 1850 *to* 1858, *inclusive.*

Description of Iron.	Percentage of wear.									Proportion of breakage.			
	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1855.	1856.	1857.	1858.
English 52 lbs. Rail	$1\frac{1}{10}$	$2\frac{6}{10}$	$3\frac{2}{10}$	$4\frac{5}{10}$	$7\frac{8}{10}$	$19\frac{8}{10}$	$33\frac{7}{10}$	$25\frac{2}{10}$	$27\frac{3}{10}$	1 bar in 392	1 bar in 207	1 bar in 372	1 bar in 686
" 60 "	$8\frac{3}{10}$	$9\frac{4}{10}$	12	$12\frac{7}{10}$	$18\frac{8}{10}$	47	$37\frac{5}{10}$	$47\frac{6}{10}$	$57\frac{3}{10}$	1 " 93	1 " 39	1 " 65	1 " 147
Phœnix 60 "	$4\frac{8}{10}$	$6\frac{3}{10}$	$5\frac{7}{10}$	$6\frac{3}{10}$	$5\frac{7}{10}$	$14\frac{3}{10}$	$14\frac{6}{10}$	$15\frac{6}{10}$	$13\frac{7}{10}$	1 " 343	1 " 127	1 " 256	1 " 1441
Montour 60 "		$1\frac{7}{10}$	$6\frac{1}{10}$	$8\frac{2}{10}$	$5\frac{7}{10}$	$18\frac{1}{10}$	$16\frac{7}{10}$	$19\frac{7}{10}$	$17\frac{5}{10}$	1 " 94	1 " 39	1 " 46	1 " 524
Pottsville 60 "									$5\frac{1}{10}$				1 " 3162
Montour 64 & 68 "						$2\frac{1}{10}$	$20\frac{7}{10}$	$33\frac{1}{10}$	$25\frac{1}{10}$	1 " 260	1 " 56	1 " 78	1 " 1027
Phœnix 68 "									$2\frac{5}{10}$				
Rerolled 64 "									$\frac{1}{10}$				
Phœnix 50 "							$18\frac{2}{10}$	$15\frac{3}{10}$	$28\frac{4}{10}$				
Average				7.	8.8	19.3	27.6	27.1		1 bar in 696	1 bar in 236	1 bar in 218	1 bar in 1095

Statement of Rails removed from Tracks and Cost of renewing Iron per Ton carried over the Road.

Years.	Tonnage.	Number of bars removed from tracks.	In proportion to Tonnage.	Cost of Renewing Iron.	Cost per ton in cents.
1848	1,570,531	4,070	1 bar for 385	$20,650 23	1.31
1849	1,429,564	3,352	1 " 426	12,536 01	0.88
1850	1,743,680	4,219	1 " 413	12,115 07	0.69
1851	2,145,132	5,932	1 " 361	25,855 25	1.21
1852	2,122,171	7,327	1 " 303	24,954 24	1.17
1853	2,076,197	8,032	1 " 233	35,546 59	1.71
1854	2,582,563	11,112	1 " 232	67,176 08	2.60
1855	2,909,667	25,965	1 " 113	160,138 64	5.60
1856	2,815,760	31,036	1 " 91	204,502 51	7.26
1857	2,326,706	23,568	1 " 98	154,686 50	6.64
1858	2,126,881	19,761	1 " 108	128,629 15	6.49

Comparative Statement of the Number of Cars broken on the Philadelphia and Reading Railroad for the years 1848 (*from July* 1 *to Nov.* 30, 1848), 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, *and* 1858.

Cause of Accidents.....	Broken axle.	Broken wheel.	Broken spike and pedestal.	Broken bumper lying on track.	Broken rail.	Bent axle.	Loose wheel.	Loose brake block falling on track.	Rail out of track.	Collision.	Wood falling off tanks.	Brake lever catching on sills.	Bottom of car dropping.	Pulling-bar catching on sills.	Cow catcher catching on sills.	Running over cattle.	Running over a loose wheel.	Switch wrong.	Roping cars.	Wood car breaking.	Running too fast over crossing.	Engine pushing.	Running off tracks.	Rocks sliding on tracks.	Tree falling across track.	Track spreading.	Car off track in passing train.	Merchandise falling off cars.	Stopping suddenly.	Switch-rod breaking.	Unknown.	Total number of accidents.	Total number of cars broken.	Number of persons killed.	Injured.	Cattle killed.
From July 1 to Nov. 30, 1848	125	49	4	1	5	10	44			43	19	6				56		6	8							1		6			1	58	387	5	5	
Total for the year 1849.....	233	28	19	5		3	31			23	6	29	11			37		5	5				1			3	15				35	161	489	12	5	
Total for the year 1850.....	261	2	17	2	1	1	54			49	77	7	3			12	6	1	1	8	1	16	5	5			1				14	152	543	6	5	
Total for the year 1851.....	219	47	7	16	5	19	24			56	28	18	4			43		22	10							2		3	3	4	168	530	13	9	42
Total for the year 1852.....	223	40	1	5	1	5	45		4	86	10	6	1	5	2	11		3	11	3			2							3	185	467	20	3	36
Total for the year 1853.....	219	49	12	4	1	21	16			116	9	10	4			42		6	14			2	4					1	1	5	165	541	24	9	22
Total for the year 1854.....	191	33	4	3	38	15	53	47	16	174		57	7			19		16	2					8			12	1	2			185	651	20	13	30
Total for the year 1855.....	132	28	4	28	1	59	40	53		174		12	6	15		12		24	3			1		3					2		2	179	619	29	7	46
Total for the year 1856.....	102	96	3	5	10	12	13	19		93		2						28							4		12		11		12	170	422	28	11	19
Total for the year 1857.....	40	17	6			19	13	8		28			5			2		1	4								15	8	4			66	170	9	7	18
Total for the year 1858.....	1		1			10	4			43	1								1		8								3	4		19	76	13	13	36

RECAPITULATION.

From July 1 to December 1, 1848, 1 car broken for every 1485 tons of coal carried.

In the year 1849, " " 2282 " "
1850, " " 2490 " "
1851, " " 3114 " "
1852, " " 3534 " "
1853, " " 2875 " "
1854, " " 3054 " "
1855, " " 3574 " "
1856, " " 4950 " "
1857, " " 10,057 " "
1858, " " 27,985 " "

NOTE.—Of the number of persons killed on the road in the past year, 10 were strangers; and of the injured, 8 were strangers.

TABLE,

Showing the Business of the Philadelphia and Reading Railroad (each item monthly)

for the Year ending November 30, 1858.

	December, 1857.	*January*, 1858.	*February*, 1858.	*March*, 1858.	*April*, 1858.	*May*, 1858.	*June*, 1858.	*July*, 1858.	*August*, 1858.	*September*, 1858.	*October*, 1858.	*November*, 1858.	TOTALS.
Travel	17,114 38	15,378 99	13,364 29	20,814 68	31,383 61	21,892 93	21,703 03	24,355 36	27,014 62	29,113 59	28,666 67	21,877 53	272,679 71
Freight on Goods	22,399 56	21,945 40	21,791 53	29,678 96	32,644 20	26,551 50	24,951 02	23,612 98	27,099 70	34,370 69	36,526 57	34,339 83	335,914 94
Tolls on Coal	181,010 51	64,522 46	79,174 02	115,166 79	137,416 35	165,678 84	158,205 20	206,448 81	190,171 06	184,881 41	200,761 95	182,256 01	1,865,693 41
United States Mail	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	1,184 83	1,184 83	1,184 84	4,769 83	1,634 83	1,634 84	18,703 00
Miscellaneous Receipts	1,657 95	460 08	1,169 58	1,257 03	1,336 29	1,475 50	1,529 12	1,852 66	1,598 60	1,604 85	1,874 32	1,943 87	17,759 85
$	223,367 23	103,491 76	116,687 26	168,102 29	203,965 31	216,783 61	207,573 20	257,454 64	247,068 82	254,740 37	269,464 34	242,052 08	2,510,750 01
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Coal Tonnage	131,673 $\frac{1}{2}\frac{9}{0}$	47,274 $\frac{1}{2}\frac{1}{0}$	58,390 $\frac{0}{2}\frac{6}{0}$	89,136 $\frac{1}{2}\frac{2}{0}$	129,970 $\frac{1}{2}\frac{7}{0}$	138,952 $\frac{1}{2}\frac{5}{0}$	137,049 $\frac{0}{2}\frac{3}{0}$	170,988 $\frac{0}{2}\frac{8}{0}$	157,187 $\frac{1}{2}\frac{2}{0}$	155,822 $\frac{1}{2}\frac{5}{0}$	170,435 $\frac{1}{2}\frac{7}{0}$	155,763 $\frac{1}{2}\frac{2}{0}$	1,542,615 $\frac{1}{2}\frac{7}{0}$

DR. *"Iron Foundry," Reading Depot, in account with Philadelphia and Reading Railroad Co.* CR.

1858.					1858.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz:—				Nov. 30.	By Sundries made during the Year, viz:—			
"	To wages of all Founders, Moulders, Laborers, and Carpenters at Flasks, &c., for year			12,823 76	"	3,533 Car, Tender, and Truck Wheels	lbs. 1,586,969		
"	Pig Metal	378.4	Tons.	14,854 11	"	87 Engine driving do.	64,702		
"	Scrap Castings	1,053.4	"	22,254 96	"	743 Chairs for Tracks	16,443		
"	Anthracite Coal	768.	"	1,501 75	"	555 Frogs " "	199,077		
"	Wrought Iron and Steel	.6	"	50 88	"	All other Castings for Engines, Cars, and Tracks	1,196,999		
"	Iron Castings	2.4	"	103 76			3,064,190	2¼ cts.	$68,944 28
"	Timber and Lumber	11,536	Feet.	252 64					
"	Bituminous Coal	42	Bush.	6 79					
"	Hardware			88 99					
"	Firebrick, Sand, Clay, &c.			504 90					
"	Files and Tools			30 14					
"	Paints and Oils			4 33					
"	Ropes used			8 12					
"	Oil	18	Galls.	23 69					
"	Engine Gearing			11 90					
	Flour, Leather, Charcoal, and Sundries			220 86					
"	Cost of Hauling & Handling all Materials			2,158 50					
				54,900 08					
"	Balance			14,044 20					
				$68,944 28					$68,944 28

By Balance, being difference between Cost to Company and Market Value of Product of Iron Foundry for Year . $14,044 20

DR. *"Brass Foundry," Reading Depot, in account with Philadelphia and Reading Railroad Co.* CR.

1858.					1858.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz:—				Nov. 30.	By Sundries, made during year, viz:—			
"	Wages of Brass Founder, and all assistants, for year			1,340 79	"	710 White Metal Boxes for Cars and other Machinery . . .	1,175		
"	Scrap Copper, Brass, Zinc, &c.	25.9	Tons.	8,753 60	"	All other White Metal Castings . . .	21,499		
"	New Copper, Zinc, &c. .	14,216	lbs.	3,100 88			22,674	20 cts.	4,534 80
"	Anthracite Coal . .	44	Tons.	89 00					
"	Black Lead, Pots, &c. .			88 80	"	988 Brass Boxes for Engines, Cars, and other Machinery . . .	10,350		
"	Iron Castings . .	.5	Tons.	24 18					
"	Wrought Iron, Steel, and Boiler Iron . . .	.1	"	10 62	"	All other Brass Castings	30,548		
	Timber and Lumber .	530	Feet.	13 00			40,898	29 cts.	11,860 42
"	Firebrick, Lime, &c. .			21 20					
"	Cost of Hauling and Handling all Materials .			67 50					
				13,509 57					
	Balance			2,885 65					
"				$16,395 22					$16,395 22

By Balance, being difference between Cost to Company and Market Value of Product of Brass Foundry for Year . $2,885 65

DR. *"Steam Tilt-Hammer Shop," Reading Depot, in account with Philad. and Reading Railroad Co.* CR.

1858.					1858.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz:—				Nov. 30.	By Sundries, being total produce of Shop for year, ending this date, viz:—			
"	Wages of Heaters, Hammermen, and all Mechanics & Laborers for year			7,464 71	"	210.1 Tons of Bar Iron, hamm'rd to pattern sizes, as Engine Frames, Brake Levers, Coupling Hooks, Truck Frames, Pedestals, &c. &c.		$85	17,858 50
"	Scrap Wrought Iron	310.	Tons.	10,169 03					
"	Anthracite Coal	1,229.	"	2,473 50					
"	Bituminous Coal	3,128	Bus.	501 48	"	1,018 Car, Tender, and Truck Axles	273,697	4½ cts.	12,316 36
"	Iron Castings	10.1	Tons.	447 46	"	40 Engine Axles	22,631	5 "	1,131 55
"	Wrought Iron, Steel, and Blooms	91.7	"	4,549 97	"	70 Engine Tires, hooped ready for use	57,597	11 "	6,335 67
"	Timber and Lumber	5,156	Feet.	115 55	"	11 Engine Tires, bars	18,744	8 "	1,499 52
"	Hardware, Files, & Tools			11 33	"	6.9 Tons Scrap Castings			150 95
"	Engine Gearing			95 08					
"	Oil	89	Gals.	112 51					
"	Firebrick, Sand, Lime, &c.			401 30					
"	Black Lead, Ropes, Packing Yarn, &c.			40 60					
"	Scrap Cast Iron	33.2	Tons.	772 40					
"	Tallow, Cotton Waste, &c.			32 90					
"	Cost of Hauling and Handling all materials			1,513 50					
				28,701 32					
"	Balance			10,591 23					
				$39,292 55					$39,292 55

By Balance, being difference between Cost to Co. and Market Value of Product of Steam Hammer Shop for Year, $10,591 23

Condensed Table, showing the principal items of Revenue, Expense, and Working of the Philadelphia and Reading Railroad, from January 1, 1843, to November 30, 1858.

Year ending Nov. 30.	Gross Receipts.				Total Expenses.				Tonnage.			
	Coal.	Passengers.	Merchandise.	Total.	Transportation department.	Roadway department.	Dumpage.	Total.	Tons coal.	Tons merchandise.	Tons materials.	Total.
	$	$	$	$	$	$	$	$	2,240 lbs.	2,000 lbs.	2,000 lbs.	2,000 lbs.
1843	278,840	71,895	37,927	394.318	164,549	50,374		214,923	218,711	17,534	54,787	322,125
1844	445.509	92 362	49,293	597,613	244,149	85.293		329,442	421,985	20,472	160,138	659.299
1845	886,939	103,411	60,588	1,060,381	385,492	121,228	51,095	557,815	814,279	26,039	102,408	1,046,812
1846	1,600,667	141,749	137,584	1,889,714	620,682	142,968	69,360	833,010	1,188,258	74.971	101.471	1,515.473
1847	1,698,664	156.201	136,220	2,002,946	836,077	132.780	75,827	1,044,685	1,360,681	71,718	165.493	1,770.916
1848	1,386,605	174.959	117,458	1,692,556	800,285	143.384	88,194	1,031,863	1,235,044	58,123	118,676	1,570.531
1849	1.648,900	155,908	106,347	1,933,590	666,957	140.990	75,536	883.483	1,097,762	51.204	145.503	1,429.564
1850	2,071,731	148,379	125 822	2,360,786	722,533	154,780	89,743	967.056	1,351,507	63,625	157,450	1,743,680
1851	2.018,871	152,432	123,672	2,294,975	787,484	160.569	98,842	1,046,895	1,650,270	63.807	219,731	2,145 132
1852	2,150,677	168,430	138.964	2,480,626	785.257	202,132	98.351	1,085,740	1,650.912	75,769	181,217	2,122,171
1853	2,254,694	225,763	180,612	2,688,288	782,213	178,480	87,470	1,048.163	1,582,248	107,853	174.161	2,076,197
1854	3.253,823	272.368	231,627	3,781,640	1,117.140	220.210	105,125	1.442,475	1,987,854	140 801	187,591	2 582,563
1855	3.664,095	301,952	325,851	4.291,898	1,093.195	285.643	119.021	1,497,859	2,213,292	154,384	247,478	2,909.667
1856	3,242,458	288,427	348.699	3,879,584	1,117.504	324.168	130.999	1,572 671	2,088.903	198.886	236,700	2.815,760
1857	2,412,923	322,612	329.986	3 065,522	962.576	266.588	12,103	1,241,267	1,709,692	184.617	182.512	2,326.706
1858	1,865,693	309,142	335,915	2,510,751	762,255	223,309		985,564	1,542,646	187,729	170,603	2,126,881

Yearending Nov. 30.	Passengers.		Cost of transp'tation.			Locomotive engines.				Coal & freight cars.		Passenger cars.		State road cost.	R. R. bars used in repairs	Wood used, cords.	Coal used, tons.	Oil used, galls.	No. miles.	
	Total number.	Equal to through.	Coal per ton.	Md'se per ton.	Pass'ger through each.	Total.	Miles ran.	Aver. of coal trains.	Cost of repairs	Total number.	Cost of repairs.	Total number.	Cost of repairs						Main track open.	Double track.
	No.	No.	Cts.	Cts.	Cts.	No.	Miles.	Tons.	$	No.	$	No.	$	$	Tons.	Cords.	Tons.	Galls.	Miles.	Miles.
1843	56,554	26,424	46.00	66.5	38.7	39	393.192	162	13.224	1,800	14,319	14	903	14.472	2	15,555		5.797	95	10
1844	66,503	33,979	41.08	64.7	37.3	47	613,041	194	27,733	2,731	38.663	14	3,108	22,087	26	24,148		12,149	95	92
1845	63,719	33,146	37.01	75.7	43.1	54	810,285	295	29,941	3,444	48,775	14	4,112	25.869	56.6	43.218		24.684	95	93
1846	88,641	45,155	38.89	75.6	44.4	72	1,014,102	360	47.232	5.075	77.287	14	5,109	39,545	235	68.006		45,672	95	95
1847	97,463	49,604	45.84	85.9	47.2	77	1,184,272	354	74,916	5,108	119,680	16	6,427	50.374	312.2	90.717		40.565	95	95
1848	105,720	55,509	45.05	93.9	56.7	84	1,136.572	377	92,430	5,086	137.930	22	8.396	52,482	666.2	66.686		43 761	95	95
1849	95,577	49,097	43.62	82.4	66.5	86	1,047,014	372	80,764	5,086	140.763	22	6,326	38,458	521.8	50,264		28,561	95	95
1850	92,726	46,041	40.69	67.3	73.7	92	1,233,144	372	76,245	5.117	163,780	20	7,880	40.313	670.7	53.997	4 345	42.845	95	95
1851	127,590	57.593	38.54	69.2	69.9	89	1,461.772	368	97,750	5,136	153.771	28	8,445	17.587	1,045.1	61.222	9,663	44,062	95	95
1852	155,164	69.579	35.36	77.5	86.8	103	1,517.931	366	99,027	5.241	160,436	30	11,638	17,198	1,319.8	52.990	15,963	37,083	98	98
1853	211.819	92,657	35.07	76.8	62.9	103	1,466,894	384	119,696	5.476	155.531	38	8.088	21,191	1,571.5	38.376	24,971	33.456	98	98
1854	266,631	105,219	41.06	81.7	74.2	121	1,674,403	409	214,134	5,703	242.892	45	14.726	25,684	2.121.6	31.544	40,178	45.330	98	98
1855	277,617	111,822	33.61	80.01	84.49	141	1,948,225	423	201,205	5.724	205.923	54	14,389	35,734	4.985.9	28.140	52,145	52.315	98	98
1856	282,300	106,205	35.21	67.85	100.42	141	1,942 317	412	233,572	5,719	217,959	58	18,901	39,686	5.933.7	23.274	51,020	43.940	98	98
1857	291,679	107 039	36.03	68.54	70.1	142	1,707,366	411	197,833	5,755	174,550	58	13,629	34.104	4,794.2	20 334	47,894	39,066	98	98
1858	285,651	104,519	27.74	62.8	73.9	142	1,570,482	422	151,493	5,634	120,260	58	12,025	25,066	4,440	14,721	39,281	33,782	152	98

Statement of Materials on hand November 30, 1858.

	Items.	Quantity.	Descrip.	Value.	Total value.
Wood		13,231	Cords		$37,115 12
Oil		5,762	Galls.		3,676 85
Tallow, Lard, &c.	Tallow, &c.	4,441	lbs.	444 50	
	Cot. Waste	1,974	"	164 54	
					609 04
Anthracite Coal		826	Tons		1,652 00
Bituminous Coal		7,244	Bush.		1,047 13
Wrought Iron and Steel	Bar Iron	223.7	Tons	15,575 39	
	Boiler & Sheet	43.	"	4,730 00	
	Steel	22.4	"	4,460 12	
					24,765 51
Pig Iron		46.5	"		1,594 04
Iron Castings		25.3	"		1,246 84
Axles	Car	665	No.	6,202 00	
	Engine	66	"	1,320 00	
					7,522 00
Engine Tires	Hooped	54	"	3,240 00	
	Bar	22	"	1,538 00	
					4,778 00
Copper and other Metals	Copper	5,348	lbs.	1,871 80	
	Brass		"		
	Lead	1,757	"	122 99	
	Ant. Tin, &c.	2,920	"	335 02	
					2,329 81
Engine Gearing	Eng. Gearing		$	42,955 48	
	" Springs	99	No.	792 00	
	" Tubes		$	798 56	
					44,546 04
Car Gearing	Car Gearing		"	14,806 73	
	" Springs	193	No.	772 00	
					15,578 73
Files and Tools			$		19,946 63
Hardware			"		5,358 45
Paints and Oils			"		763 40
Timber and Lumber		2,162,720	Ft. B. M.		31,820 73
Wheels		1,284	No.		9,652 00
New Railroad Iron,		956.3	Tons		54,455 52
Chairs, Frogs, and Spikes		140.3	"		6,686 84
Sills		21,579	No.		7,781 93
Scrap Wrought Iron		136.1	Tons		4,247 13
Old Railroad Iron		1,800	"		66,894 74
Scrap Cast Iron		175.3	"		3,927 28
Scrap Steel and other Metals		52.1	"		8,543 12
Horse Feed and Stable Furniture			$		1,563 52
Sundries, Ropes, Blocks, &c.			"		2,169 30
Stone, Lime, &c.			"		6,049 87
Workshop Account			"		8,190 41
			Total value of Materials on hand		$384,511 98

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Railroad Company, held January 10, 1859, *the following resolutions were adopted:—*

Resolved, That the Report of the Board of Managers this day presented and read, be, and the same is hereby accepted, approved, and adopted.

Resolved, That the Board be, and they are hereby authorized, in their discretion, to carry into effect any of the measures proposed in their report.

Resolved, That the Board are hereby authorized to enter into such contracts as they may deem advisable for working connecting roads.

Resolved, That the Stockholders do specially approve of the policy indicated in the Report of the Managers with reference to the application of the revenues of the road, and desire that the same be applied to the payment of all existing current obligations.

Resolved, That a vote of thanks be and the same is hereby presented to the President and Board of Managers for the very efficient and satisfactory manner in which the affairs of the road have been conducted during the past year.

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Railroad Company, held January 10, 1859, *the following gentlemen were unanimously elected Officers for* 1859:—

PRESIDENT.

R. D. Cullen.

VICE-PRESIDENT.

J. Dutton Steele.

MANAGERS.

Samuel Norris,
G. W. Richards,
John Ashhurst,
David S. Brown,
M. S. Richards, of Reading,
J. Dutton Steele.

TREASURER.

Samuel Bradford.

SECRETARY.

W. H. McIlhenney.

REPORT

OF THE

PRESIDENT AND MANAGERS

OF THE

PHILADELPHIA AND READING RAILROAD COMPANY,

TO THE

STOCKHOLDERS,

JANUARY 9, 1860.

PHILADELPHIA:
MOSS BROTHER & CO.,
430 MARKET STREET.
1860.

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TO

THE STOCKHOLDERS

OF THE

Philadelphia and Reading Railroad Company.

THE Managers respectfully submit the following statement of the business of the year, showing the receipts and expenditures, and the Treasurer's general balance sheet, exhibiting the affairs of the Company on the 30th November, the end of the fiscal year.

TRANSPORTATION AND INCOME ACCOUNT FOR 12 MONTHS ENDING NOVEMBER 30, 1859.

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.			DR.	CR.
			Receipts of the Road.			
			Travel 379,406, equal to 126,076 through Passengers .			$318,846 19
			Freight on Merchandise, 334,609 3-10 Tons . . .			474,887 67
			Freight on Coal, 1,632,931 11-20 Tons @ 1.15 35 cts. .			1,883,685 12
			United States Mail			19,618 00
			Miscellaneous Receipts			27,256 37
						2,724,293 35
			Working Expenses:			
			Running Account.			
			Fuel, Wood, 15,648 Cords . . .	$40,467 01		
			Cutting, Loading, &c.	17,711 16		
					$58,178 17	
			Coal, 41,333 Tons Anthracite		75,225 93	
			Oil, 33,800 Gallons		26,550 68	
			Tallow, Lard, Grease, and Cotton Waste . . .		5,050 22	
			Wages of Engineers, Firemen, Conductors, and all hands		169,947 80	
			Tolls paid City Railroad, &c.		1,943 00	
			Hauling Expenses on Broad Street		3,113 53	
			Hauling and assorting Cars at Schuyl. Haven	13,248 17		
			Do. do. do. Richmond	16,581 77		
			Do. do. do. Port Carbon	11,434 85		
					41,264 79	
			Paid for Coal lost by accidents		939 05	
			Do. Use of Cars		19,671 49	
			Do. Sundries, Telegraph, Water Rents, &c. . .		11,916 21	
$224,457 86	$102,037 86	$87,305 15				$413,800 87
			Workshop Account.			
			Wages of all Machinists, Blacksmiths, Carpenters, &c.	205,496 00		
			Bar Iron, Steel, Blooms, &c. . . .	17,318 12		

			Pig Iron for Foundry	7,955 29			
			Copper, Spelter, Tin, Lead, &c.	9,905 11			
			Timber and Lumber	15,406 16			
			Coal used in Shops, Anthracite	6,478 08			
			Do. do. Bituminous	1,640 60			
					264,199 36		
			Wheels, Axles, and Tires, made at Iron Foundry and Tilt-Hammer Shop		24,540 70		
			Hardware, Paints and Oils, Leather, Stone, Lime, and Repairs of Tools		10,213 19		
			Sundries		2,298 96		
					301,252 21		
			Repairs of 144 Engines	153,337 16			
			Do. 4,697 Coal Cars	94,155 65			
			Do. 998 Merchandise Cars	28,127 41			
			Do. 64 Passenger Cars	16,188 71			
			Work at Depots, Stationary Engines, Wood Cutting, &c.	9,443 28			
				301,252 21			
213,889 11	54,225 36	33,137 74				301,252 21	
			Depot Account.				
			Wages of all hands		30,708 25		
			Do. Watchmen		19,185 67		
			Pumping Water, Coal, Materials, and Horse Hire		9,520 87		
33,074 24	19,804 93	6,535 62				59,414 79	
			Superintendence Account.				
			Salaries of all Officers, Agents, &c. on the Road,	50,563 17			
			Stationery at all Depots and Offices do.	10,082 12			
			Contingent Expenses, Salaries, &c. in Philada.	59,893 33			
72,939 53	30,250 50	17,348 59				120,538 62	
			Lateral Roads Expenses.				
3,334 36	694 56	186 32	Salaries and other Expenses			4,215 24	
547,695 10	207,013 21	144,513 42	Carried forward,			899,221 73	2,724,293 35

TRANSPORTATION AND INCOME ACCOUNT—*Continued.*

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.				DR.	CR.
547,695 10	207,013 21	144,513 42	Brought forward,			899,221 73	2,724,293 35
			Roadway Department.				
			For Repairs and Renewal of				
			ROADWAY, 344,25 miles, Single Track.				
			Raising and Repairing Tracks	$54,168 40			
			Ballast and Broken Stone	12,951 03			
			Clearing Side Ditches	7,107 08			
			Walls and Embankments	3,380 81			
			69,991 Sills and Creosoting	30,008 31			
			Timber and Lumber	2,655 91			
			Spikes and Nails	5,411 06			
			Chairs,	10,563 54			
			Frogs	4,117 57			
			Switches	4,543 79			
			Sidings and Coal Shutes	6,775 43			
			Tools and Hardware	4,895 07			
			Oil and Sundries	4,019 95			
82,184 86	30,682 44	37,730 65			150,597 95		
			BRIDGES.				
			Stone Bridges	3,382 82			
			Iron Bridges	721 00			
			Wooden Bridges	3,495 85			
			Farm and Road Bridges	1,582 09			
5,815 08	1,836 38	1,530 30			9,181 76		
			BUILDINGS.				
			Passenger and Freight Depots	7,001 44			
			Engine Houses	715 00			
			Water Stations and Wood Sheds	1,786 99			

			Workshops	70 65		
			Dwelling Houses	1,629 68		
7,095 72	2,240 75	1,867 29			11,203 76	
			MACHINERY.			
			Standing Machinery	3,079 26		
			Labor in Yards	3,856 56		
			Expenses of all Engines used in this Departm't	14,951 32		
13,861 85	4,377 43	3,647 86			21,887 14	
			RICHMOND WHARVES.			
			Trestle Work	5,371 38		
			Replanking	8,333 50		
			Shutes	1,615 94		
			Tracks and Switches	672 18		
			Docks and Wharves	5,176 58		
21,169 58					21,169 58	
			POLICE.			
			Watchmen at Bridges	4,077 43		
			Do. Stations	2,076 00		
			Do. Tunnels and Crossings	3,304 79		
5,990 21	1,891 64	1,576 37			9,458 22	
			SUNDRIES.			
			Clearing Ice and Snow	153 06		
			Repairing Telegraph	2,087 14		
			Law and Traveling Expenses	112 88		
			Coal	974 22		
			Superintendence, &c.	6,023 14		
6,383 76	2,015 93	1,679 97	Sundries	729 22	10,079 66	233,578 07
690,196 16	250,057 78	192,545 86	Or 1.52.72 cents per through Passenger.			
		250,057 78	" 74.73 " " Ton Merchandise.			
		690,196 16	" 42.26 " " Ton Coal.			
		1,132,799 80	Total Expenses, Working and Repairing the Road and Machinery . . . . Carried forward,			1,132,799 80 2,724,293 35

TRANSPORTATION AND INCOME ACCOUNT—*Continued.*

			DR.	CR.
Brought forward,			1,132,799 80	2,724,293 35
Drawbacks and Allowances.				
Dumpage	$27,260 40			
Freight on Missing Coal	5,843 76			
Errors in Freight and Tolls Bills	1,248 09			
		$34,352 25		
Motive Power on Lateral Railroads		8,625 43		
Rents and Ground Rents		19,593 74		
State, County, and City Taxes		2,695 67		
Profit and Loss, Interest, Damages, &c.		28,781 84		
Rent of Coal and Merchandise Freight Cars		34,100 79		
Insurance Account		15,231 07		
			143,380 79	1,276,180 59
Net Profit for the Year,				1,448,112 76
Interest on Bonded Debt.				
Coupons due 1st April, 1859, 1½ per cent. on 1850 and 1870 Bonds, $3,209,600 3 months. @ 1½ per cent.		48,144 00		
Coupons due 1st July, 1859, on 1860 and 1886 Bonds,				
6 per cent. Bonds, $6,264,300 @ 3 per cent.	$187,929 00			
5 do. do. 705,600 @ 2½ do.	17,640 00			
7 do. do. 1,500,000 @ 3½ do.	52,500 00			
		258,069 00		
Coupons due 1st October, 1859, on 1850 and 1870 Bonds,				
Per Report, Nov. 30, 1858, $3,209,600				
Less, bought with Sinking Fund, 101,000				
$3,108,600 @ 3 per cent.		93,258 00		

Coupons due 1st January, 1860, on 1860 and 1886 Bonds,				
6 per cent. Bonds, $6,264,300	@ 3 per cent.	187,929 00		
5 do. do. 705,600	@ 2½ do.	17,640 00		
7 do. do. 1,500,000	@ 3½ do.	52,500 00		
			258,069 00	
Coupons due 1st April, 1860, on 1850 and 1870 Bonds, $3,108,600				
Less, bought with Sinking Fund . . 5,000				
$3,103,600 3 mo's @ 1½ per cent.			46,554 00	
Total Interest on Bonded Debt for 1859				704,094 00
One Year's Interest on Bonds and Mortgages, per Report Nov. 30, 1858, $516,450				
Added this year, $10,000				
Less, paid off this year 6,000		4,000		
$520,450 @ 6 per ct. . .				31,227 00
Total Interest for the Year				735,321 00
Renewal Fund.				
5 cents per 100 Tons on 404,593,694 Tons transported 1 mile during 12 months ending November 30th, 1859				202,296 84 937,617 84
Dividend Fund for the Year,				510,494 92
Which has been disposed of as follows:—				
Sinking Fund, Loan 1836–60		$25,000 00		
Sinking Fund, Loan 1849–70		75,000 00		
Sinking Fund, Loan 1856–86		50,000 00		
			150,000 00	
State Tax on Capital for 1859			16,828 02	
Dividend on Preferred Stock, 7 per cent. on $1,551,800			108,626 00	
Accrued Interest on Reserved Dividends Preferred Stock			12,104 04	287,558 06
Reserved Fund, 1859,				$222,936 86

During the past year there has been a general improvement in the business of the Company. Every department shows an increase in the quantities carried and in the receipts, while there has been a general reduction in the cost of transportation and other expenses.

A comparison with the business of 1858, shows the following results, viz.:—

In Merchandise an increase of
146,880$\frac{2}{10}$ in tons carried,
$138,972 73 in receipts, and
$67,842 56 in profit.

In Coal, an increase of
90,234$\frac{14}{20}$ in tons carried,
$17,991 71 in receipts,
$97,192 57 in profit.

In Travel, an increase of
93,753 in Passengers carried, equal to
21,557 through Passengers,
$46,166 48 in receipts, and a decrease of
$11,901 31 in profit.

Mail and miscellaneous receipts have increased
$10,411 52.

Transportation expenses have been decreased
7$\frac{55}{100}$ cents per ton of coal carried;
20$\frac{58}{100}$ " " merchandise carried, and increased
24$\frac{05}{100}$ " per through Passenger.

In order to encourage local business by increased facilities of communication, the number of trains has been increased to two daily, between Reading and Harrisburg, and on the main line an extra train has been run to afford to the inhabitants the advantage of an early arrival in the city. This extra expense will soon be compensated by the increasing number of local Passengers.

The net amount of Freight and Toll received from Coal, averaged

in 1858, 120$\frac{94}{100}$ cents per ton carried.
in 1859, 115$\frac{85}{100}$ " "

and the percentage of all expenses, except Renewal Fund, to gross income from all sources was,

in 1858, 47$\frac{80}{100}$ per cent.
in 1859, 46$\frac{85}{100}$ "

including Renewal Fund, the percentage in 1859 was $54\frac{26}{100}$ per cent.; in 1858, $55\frac{7}{100}$ per cent.

The following comparative statement, which includes receipts and expenditures of every description, shows an increase of $117,785 50 in the net profit for the year, viz.:

1859.	Gross receipts,		$2,724,293 35
	Expenses,	$1,276,180 59	
	Renewal Fund,	202,296 84	
			1,478,477 43
	Net profit,		$1,245,815 92
1858.	Gross receipts,	$2,510,750 91	
	Expenses, $1,199,798 35		
	Renewal Fund, 182,922 14		
		1,382,720 49	
	Net profit,		1,128,030 42
	Increase,		$117,785 50

The Dividend Fund for the year, is shown as follows, viz.:—

Amount of net profit,	$1,245,815 92
Less interest on bonded debt,	735,321 00
Dividend Fund,	$510,494 92

equal to $4\frac{35}{100}$ per cent. on $11,737,041 22, the capital stock of the Company. Last year it was $388,329 42, equal to $3\frac{1}{3}$ per cent. on the capital.

This result, considering the unsettled state of the coal trade during the greater part of the year, may be considered satisfactory. The great increase in merchandise and travel, indicates the rapid restoration of activity to the business community on the line of the road, and also the growing importance of the Lebanon and other new connections of the Company. Great attention has been paid for the last two years, to developing the local trade of the Railroad and its connections; and it is gratifying to find in them a source of business so promising for its future prosperity. The coal trade, which for four years had been stationary, has this year shown a considerable increase, and as there is little probability of new avenues to market being opened for some time to come, it may be expected to improve, and the tonnage of the road to increase. Owing to a mild winter, large stocks remained over at the opening of navigation, and it was only towards the end of the season that prices began to show some improvement, and the demand to in-

crease. During the whole season, the trade at Richmond has suffered by the irregular supply of vessels, and the same difficulty was experienced at the other shipping ports. The only remedy is for the trade to own a sufficient number of vessels to keep their business active when from any cause the arrival of chance vessels is interrupted.

Vessels carrying large cargoes in proportion to their tonnage, are probably the best adapted for colliers, as the expense of working them would be small in comparison to the fast vessels now in the trade. Steam-power applied to coasting vessels, is only successful when they can be loaded and unloaded at all times, without delay or demurrage.

The exportation of coal to foreign places has hitherto been greatly neglected, while in England it has become of great commercial importance, and is annually increasing. The advantages of anthracite coal for steam vessels are so great, that a constant supply of it at the usual coaling ports appears to be all that is necessary to secure its being adopted on board foreign vessels. Anthracite coal is also gradually making its way as a fuel for locomotives; and there is really no reason why it should not be used on all roads where wood is scarce and dear. All the freight engines on the Reading Railroad burn hard anthracite, and several of the passenger engines are using it with complete success, showing that, practically, there is no difficulty in its application to this purpose. Attention is called to the annexed report on this subject by Mr. Millholland, the master machinist of the Company, whose great experience and perseverance have largely contributed to the successful introduction of this coal as fuel for locomotives.

The road has been worked with great economy, and its efficiency has been kept up in every respect. It is in such complete order, that the weight of the trains has been increased ten per cent., and there have been scarcely any accidents. The number of cars broken to tons carried was, in 1858, 1 in 27,955 tons.

" 1859, 1 " 42,952 "

The income of the year has been appropriated as follows, viz.: —

Amount of Profit, ...		$1,448,112 76
Less Renewal Fund, ...		202,296 84
Net Profit, ...		$1,245,815 92
From which deduct for —		
Interest on Bonds, ...	$704,094 00	
" Mortgages, . . .	31,227 00	
		735,321 00
Dividend Fund, ...		$510,494 92

Which has been disposed of as follows: —		
To Sinking Fund, ...	$150,000 00	
Taxes, ...	16,828 02	
7 per cent. Dividend declared on Preferred Stock, to be paid hereafter,	108,626 00	
Interest on Preferred Stock Dividends of former years, ...	12,104 04	
		287,558 06
Balance carried to Reserved Fund, . . .		$222,936 86
The amount at the credit of Reserved Fund at the end of 1858 was, ...		$111,313 79
Add amount of surplus this year, ...		222,936 88
		$334,250 67
Deduct amount carried to expense account, to meet losses and depreciations, ...		$106,181 64
Present amount of Reserved Fund, . . .		$228,069 03
The appropriation to Renewal Fund out of Income Account, has this year amounted to the sum of, .		$202,296 84
Add balance unexpended in 1858, ...		12,713 89
Together, . .		$215,010 73
Of which there has been expended this year (as per detailed statement), ...		$208,417 32
Leaving a balance applicable to next year of, . .		$6,593 41

During the past year 17 miles of new track have been put into the road, between Mohrsville and Port Clinton, and the Falls and Richmond, and new sidings have been laid at several stations to accommodate new business.

The relaying of the Willow Street Railroad with new heavy rails has been completed, and the street has been repaved entirely. Everything connected with it is now new, and no further outlay for renewals will be required for some years to come.

For these purposes and in ordinary repairs of the road there has been put in 3543 tons of new rails, and 2940 tons of old rails taken out, the difference of 603 tons being the excess or increased weight of rails put into the tracks.

The Viaduct at Girard Avenue has been completed, and the cost of widening the tunnels at Phœnixville and Manayunk has also been paid out of Renewal Fund. This, the most important work of the year,

was effected most successfully without one day's interruption to the passage of trains, and happily with few casualties to the men employed in the work.

During the past year there has been expended on the Lebanon Valley Branch, to complete depot at Harrisburg,	$13,061 16
In new turnouts and sidings,	16,919 30
In settlement of land damages,	44,799 00
Together,	$74,779 46

Making the present cost of the Branch, $4,490,755 84. Full details of the working of the Branch are given in Statement R., annexed to this Report. The result is as follows: Total number of passengers carried, 103,144, equal to 43,410 carried the whole length of the Branch; total tonnage of every description, 231,326 tons.

Gross receipts,	$206,828 08
Working expenses,	94,208 23
Profit on the Branch,	$112,619 85
Add amount earned on the main line from the same business,	134,168 30
Together,	$246,788 15

Equal to 5½ per cent. on the total cost of the Lebanon Valley Railroad.

Such a result, in this early stage of its business, should remove all apprehension as to the complete success of this branch of the Company's railroad, and create confidence in its future prosperity.

Dullness in the iron trade, and other difficulties, have thus far prevented the development of the iron ore business, but it has latterly been improving, and there is now a good prospect that, in a few months, the demand for the furnaces in the Schuylkill and Lehigh Valleys, will add very largely to the tonnage of the railroad.

Imperfect connections at Harrisburg have also retarded the development of the business, and the extension of the road to Dauphin will very soon become a necessity. During the last session of the Legislature an act was obtained authorizing this extension. After a careful survey the road has been located, and the right secured to occupy some ground that will permit it to pass round the mountain without encroaching on the public works already located there.

This extension will complete the chain of railroads by which the trade from Lake Erie will probably be brought to Philadelphia, and it will open an easy route by which the soft anthracite coal from the Susque-

hanna Valley can be brought to Richmond for reshipment. Bituminous coal from Broad Top, is already seeking this outlet, with the prospect of soon becoming an important item of business to the Company.

The completion of the East Pennsylvania Railroad has added another source of business both to the Lebanon branch and to the main line, and freight and passengers are already taking the direct route it has opened to New York. From its superior advantages in distances and uniformity of gauge, this must become one of the main continuous routes between New York and the far West. Arrangements are now in progress which will probably open this route during the coming spring. This road also places Schuylkill County in direct communication with Elizabethport and New York, and, by making a short link of two miles, to connect it with the Reading Railroad, a few miles above Reading, the distance may be so shortened as to make it as good a route for coal as that proposed by the direct Auburn and Allentown Railroad. The difference in distance will be thirteen miles against the East Pennsylvania route; but it will have in its favor the difference between the cost of the link, $20,000, and that of the new railroad, at least a million and a half of dollars. There can be no doubt which route would have the advantage in a competition for the coal trade of Schulkill County. Whether either of these routes could compete with the descending grades of the Reading Railroad, and the water carriage from Philadelphia to New York, has yet to be tested, but there can be no doubt that the result would not be worth the immense outlay required to try the experiment.

The earnestness with which the Auburn and Allentown Railroad is advocated in Schuylkill County, as the only possible means to compel a reduction of the charges on the Reading Railroad, would lead to the conclusion that these charges were exorbitant and oppressive. A little consideration will show that this is not the case; but, on the contrary, that this Company has borne more than its full share of any reductions required to compete with other regions. The average freight and toll per ton carried on the Reading Railroad was,

In 1855, ... $165\frac{54}{100}$ cents per ton.
" 1859, ... 115 " "

being a reduction of 50 cents a ton from the charges of the Company, while those of the other parties interested in the coal trade, except the coal operators, remained unaltered. A moderate amount of liberality on their part in aid of the sacrifices made by the operators and transporters to Philadelphia, would have sufficed to maintain for Schuylkill County its former supremacy.

The great increase, this year, in the number of passenger trains and of merchandise and coal cars arriving daily, rendered it absolutely neces-

sary to provide better facilities for the transaction of business in the city; and, as the old passenger depot had become inadequate to the proper accommodation of the public and the prompt dispatch of trains, it was decided to commence the new depot on the square owned by the Company on Broad Street. The passenger portion of it has been built on the south side, and on the 24th December it was opened for business, the trains starting and arriving by steam power, avoiding the delay and annoyance of hauling by horse-power. The same building affords temporary accommodation for the down merchandise business, and the rent of two depots will be saved. It will be desirable to proceed with this building so as to concentrate the business in one place, and derive the full benefit from possessing the best railroad entrance into the city. The cost of this depot is carried to construction account, and when the whole is completed, the depot on Broad and Cherry may be sold in reduction of the costs of the new one.

An agreement has been made for the purchase of a wharf on the south side of the Company's wharf on the Delaware, at Willow Street, which, owing to a street having been run through, it had become too small for the convenient landing and shipment of heavy articles of merchandise. The traffic on the Willow Street Railroad continues to increase.

A lease has been taken of the Mount Carbon and Port Carbon Railroad, with the engine-houses, workshops, &c., now in the occupation of this Company. By having the entire control of this short road, some improved arrangements may be made by which the business on the Railroad may be increased, and some economy be effected.

During the year the following additions have been made to the cost of the Railroad, &c., as exhibited in the general balance sheet of the Treasurer, viz. :—

Cost of new Depot at Broad Street,	$29,121 80
" " " Leesport,	1,442 60
Telegraph Stock,	150 00
New Machinery,	334 15
New Engines and Cars,	50,681 08
New Depot at Harrisburg,	13,061 16
New Sidings, Lebanon Branch,	16,550 42
Land Damages, "	45,167 88
Total,	$156,509 09

In addition to the above, the following, which heretofore appeared as assets, have been carried to Construction Account, viz. :—

Sundry Real Estate,	$75,111 46
Pottsville Water Co. Stock,	24,304 65
Pottstown Gas Co. Stock,	3,000 00
	$102,416 11

Making a total addition to cost of the road, &c., of $258,925 20.

These additions are represented by the increased reserved Fund, and no Stock or Bonds have been issued during the past year. Of the latter, there has been purchased and canceled $106,000. Of the Mortgages, $6000 have been paid off, and $10,000 added. Making an increase of $4000 on the Bonds and Mortgages outstanding.

It has been deemed preferable to ask for an extension of the term of payment of the Bonds maturing in 1860, than to attempt a negotiation of those due in 1886, which were created in 1857 to be specially reserved for this purpose. By the proposed extension, all the rights and the security of the mortgages which are the first liens upon the property of the Company, are retained entirely unimpaired. New sheets of Coupons will be issued, and it is proposed to pay to the holders a bonus of ten per cent. This proposition, it is expected, will prove acceptable to the holders of the Bonds, which will continue to be, as they have always been, among the best railroad securities in the country.

As this extension will render any further issue of 1886 Bonds unnecessary, measures have been taken to insure the canceling of those on hand, and in due form to reduce the amount of the mortgage to the amount of Bonds actually in circulation, viz., $3,586,500.

In asking for this extension, it would appear desirable that some action should be taken to secure the gradual extinguishment of the Bonded debt of the Company. The Managers, therefore, recommend that an increase should be made to the existing Sinking Funds, to be applied annually to the purchase of Bonds (to be then canceled) on the best terms they can be procured, so long as this can be done at or under par.

The Bonus will be a charge upon the Income Account and Reserved Fund, and will not add in any way to the Capital account of the Company.

The Managers, during the past year, acting on the suggestion of the Stockholders at the last Annual Meeting, have abstained from all work requiring an outlay beyond the surplus of the Annual Income, and have reduced the current liabilities of the Company as much as possible. In the working of the road, every economy has been practiced, without infringing in the least upon the complete maintenance of the roadway and machinery. A steadfast continuance in this course will relieve the Company from every liability, and now that business is resuming its activity, and the disasters of 1857 are passing away, such an improvement may be expected in the business of the Road as will accomplish this, at an early date, and restore the Company to its former prosperity.

By order of the Board of Managers.

R. D. CULLEN,
President.

PHILADELPHIA, January 9, 1860.

RENEWAL FUND, 1858–59.

Dr.

To New Railroad Iron—		
Used in Main Tracks, 3332·3 tons,	$198,548 25	
Laid in Willow Street, 210·9 "	12,654 00	
3543·2 "	211,202 25	
Less old Railroad Iron taken up, 2940·4 tons,	107,867 60	$103,334 65
New Tracks, Sidings, and Switches—		
Relaying 17 miles Main Track,	7,109 75	
Relaying and Paving Willow Street Railroad, 9603 ft.,	11,262 15	
New Tracks, Switches, and Paving at Broad Street New Depot, 2765 feet,	8,562 82	
New Sidings at Pottstown, Reading, Orwigsburg, Exeter, Douglasville, Auburn, and Leesport, 5378 feet,	8,386 32	
		35,321 04
Bridges, &c.—		
Girard Avenue Bridge, new overhead Bridge at Charlotte Street, Pottstown; Skew-backs at Port Clinton Bridges and Sustaining Walls,		6,446 18
Tunnels—		
Widening Phœnixville and Manayunk Tunnels,		39,241 24
Depots, &c.—		
Depot at Orwigsburg, Engine House at Norristown, Dwelling-House at Falls, sundry small Offices, Market Sheds, &c., on Main Road, Work on Depots at Lebanon, Missemer's, and Womelsdorf, and sundry small Offices, &c.,		7,558 46
Sundries—		
New Patent Blower for Iron Foundry, new Trip-hammer for Reading Shop, rebuilding Sand and Stone Cars at Pottstown, and hauling of all Materials, Superintendence, and Office Expenses, &c.,		16,515 75
		$208,417 32

Cr.

By Balance per Report, November 30th, 1858,	12,713 89	
5 cents per 100 tons, on 404,593,694 tons, transported one mile during twelve months, ending November 30th, 1859,	202,296 84	
		215,010 73
Cr. Balance,		$6,593 41

CONSTRUCTION ACCOUNT, 1859.

Depots—		
New Passenger Depot, Broad Street,	$29,121 80	
New Depot at Leesport, and Land Damages,	1,442 60	
		$30,564 40
Workshops—		
Completing new Slotting Machine,	124 98	
New Gas-Pump at Reading,	209 17	
		334 15
New Engines and Cars—		
2 new coal-burning Passenger Engines, completed,	16,440 74	
6 " Passenger Cars,	13,277 88	
6 " eight-wheeled Cattle Cars,	2,668 25	
25 " " " House Cars,	10,935 40	
20 " " " Box Platform Cars,	7,358 81	
		50,681 08
Lebanon Valley Branch—		
New Depot in Harrisburg,	13,061 16	
New Sidings along line of Road, 16,673 feet,	16,550 42	
Land Damages,	45,167 88	
		74,779 46
		$156,359 09

REAL ESTATE, 1859, TO CAPITAL ACCOUNT.

Real Estate, Richmond, "Wheat Sheaf Lane,"	$25,000 00
Mount Carbon Hotel,	22,493 03
Palo Alto Reservoir,	7,114 19
Broad Street Depot, corner of James Street,	3,341 08
Real Estate, Richmond, 1859,	2,693 74
" " Kissinger Purchase,	66 56
" " Reading, "Lauber Purchase,"	50 00
" " Thirteenth and Callowhill Street,	1,150 00
" " Twenty-fourth Ward, Smythe Purchase,	13,202 86
	$75,111 46

Railroad,		$14,449,398 39			Stock,	$9,997,129 51	
Depots,		409,109 97			Preferred Stock,	1,551,800 00	
Locomotive Engines and Cars,		3,123,490 76					$11,548,929 51
Real Estate,		1,293,405 02			Loans:—		
Telegraph Stock,		20,530 00			5 pr. ct. Bonds, 1836–60, unconvertible.	705,600 00	
Lebanon Valley Branch,		4,415,976 38			6 " " 1843–60, unconvertible,	1,572,800 00	
Willow Street Railroad,		100,000 00			6 " " 1844–60, convertible,	886,000 00	
			$23,811,910 52		6 " " 1848–60, convertible,	134,000 00	
Added in 1859:—					6 " " 1849–60, convertible,	85,000 00	
New Depots,		30,564 40			6 " " 1849–70, unconvertible.	3,103,600 00	
New Engines and Cars,		50,681 08			6 " " 1857–86, convertible,	3,586,500 00	
New Workshops,		334 15			7 " " 1856–86, convertible,	1,500,000 00	
Lebanon Valley Branch,		74,779 46					$11,573,500 00
Real Estate,		75,111 46			Bonds and Mortgages, Real Estate,		520,450 00
Telegraph Stock,		150 00					12,093,950 00
Pottsville Water Company Stock,		24,304 65			Reserved Fund:—		
Pottstown Gas Company Stock,		3,000 00			Sinking Fund Stock,	294,111 71	
			258,925 20		Balance of Dividend Fund, 1858,	5,132 17	
Assets:—				$24,070,835 72	" " " Fund, 1859,	222,936 86	
Cash,	$180,643 58						522,180 74
Bills Receivable,	7,449 37						
Freight and Tolls Bills, receivable in Dec. 1859,	136,668 96						
	$324,761 91						
Less, Wages, Materials Bills, Drawbacks, and Connecting Roads,	118,274 86						
		206,487 05					
Stocks and Bonds held by the Comp'y,		258,363 35					
Materials on hand, Current Business of the Road, and debts incurred for 1860,		387,680 97					
Debts due to the Company, incurred in current business,	$42,860 35						
Debts due to the Co., partly secured by Real Estate,	$522,110 78						
Less, probable loss,	174,975 36						
	347,135 42						
		389,995 77					
			1,242,527 14				

Liabilities:—						
Bills Payable, ...	$168,378 82					
Debts due by the Company, ...	42,658 18					
		211,037 00				
Coupons to 1st January, 1860, inclusive, ...		304,623 00				
Interest on Real Estate Bonds, . .		10,715 08				
Sinking Funds, ...		334,589 08				
Deferred Dividends to Preferred Stockholders, .	$263,806 00					
Accrued Interest on do., .	12,104 04					
		275,910 04				
Cr. Balances of Renewal Fund and Broken Car Accounts, ...		11,428 41				
			1,148,302 61			
				94,224 53		
				$24,165,060 25		$24,165,060 25

S. BRADFORD, Treasurer.

PHILADELPHIA, January 7, 1860.

REPORT OF ENGINEER AND SUPERINTENDENT.

R. D. Cullen, Esq.,

President Philadelphia and Reading Railroad Company.

Sir: — I respectfully submit the following Report, and its accompanying Statements, of the business and operations of the Road, for the year ending November 30, 1859.

TRANSPORTATION DEPARTMENT

Has increased $31,756 33 over the expenses of last year, caused by the transportation of 90,286 tons more coal, 146,880 tons more merchandise, and 93,755 more passengers, than in 1858.

The whole cost of operating the "Chester Valley" Railroad for eleven months, and of the "Lebanon Valley Branch" Railroad for four months, is also included in the expenses detailed in the following statements.

If due allowance be made for these additional services, as exhibited by the increased revenue of the past year, it will be found that a decided economy has been secured in the expenses, compared with either the preceding, or any former year.

The transportation of coal and merchandise has been reduced to 23.02 and 47.6 cents per ton respectively, the lowest rates hitherto attained.

The transportation of each through passenger has cost 22.6 cents more than last year, caused by the additional service performed by this department in 1859, on the "Chester Valley" Railroad, a second train on the "Lebanon Valley" Branch, and the running of the "Reading Accommodation" Train for a period of ten months more than in 1858. The passenger train between Port Clinton and Reading, connecting the early train from the "Catawissa" Railroad with the "Reading Accommodation" Train, has also contributed to this increased expense. It is expected that these additional trains, so materially improving the convenience and travelling facilities of the public, will next year prove more remunerative.

Although the miles ran, tons hauled, and general duties performed by the locomotive engines have increased since last year, their expenses of repairs have been only $1844, or about one per cent. greater. One first class engine, the "Phœnix," has been built entirely new, in place of the "Perkiomen," unfit for service; two others have been furnished with new boilers, and four more partially rebuilt; the cost of all these improvements being contained in "Repairs of Engines," "Statement F."

The car force of the Road has been improved by the rebuilding of 97 freight and 3 passenger cars; one of the latter having been also widened, is now in use on the "Lebanon Valley Branch" Railroad. All these expenses are included in "Statement G."

In October last, the transportation of Broad Top bituminous coal was commenced, over the "Lebanon Valley Railroad," from Harrisburg to Richmond, and other points on the main road and its branches. Up to this time, a business of about 150 tons per day of this coal has been passed over the road with convenience and regularity. Some detention of our cars west of Harrisburg occurred at first, which is gradually being remedied, and it is hoped will soon be entirely removed.

A reference to "Statement R." will exhibit a satisfactory improvement in the trade and receipts of the "Lebanon Valley Branch." During the past year, it has contributed 231,326 tons of freight, 103,144 passengers, and $340,996 38 of revenue, to the business of the whole road, during a period of unusual commercial depression.

I beg to call your attention to the marked increase in the staple products of the various sections traversed by the main road and its branches and connections, compared with the preceding year. The iron transported has increased from 31,493 to 87,687 tons; iron ore, from 26,330 to 47,377 tons; flour, from 116,908 to 151,951 barrels; grain, from 14,109 to 21,038 tons; and lumber, from 21,774 to 32,157 tons.

The anticipations expressed in my last Report have been fully realized, of the continuance of favorable results in the economy of operating the road, and in the rapid decrease of accidents, and wear and tear of its rolling stock.

In no former year has its varied business been conducted with as much regularity and economy, and it is confidently believed, with equal satisfaction to the public.

Our efforts shall continue to be devoted to the securing of similar results, or better where practicable, during the ensuing year.

ROADWAY DEPARTMENT

Has increased its expenses $10,269 05 over last year. As this year, however, includes four months' expenses of the "Lebanon Valley Branch," eleven months of the "Chester Valley" Railroad, the rebuilding of Shaffer's bridge, and extra dredging at Richmond, amounting in all to $21,455 30, it proves an actual saving of $11,186 25, compared with 1858.

The past year has been no exception to the steady improvement exhibited for some years past in the condition of the tracks and roadway.

This satisfactory result has been attained mainly by the use of the improved spliced joint, the process of preserving the sills from decay, and by the superior quality of the iron, obtained by re-rolling the old rails.

RENEWAL AND CONSTRUCTION DEPARTMENTS.

Railroad Iron.

New railroad iron used,	3,543.2 tons, . . .	$211,202 25
Less old " " removed,	2,940.4 " . . .	107,867 60
		$103,334 65

New Tracks.

17.0 miles of new main track have been laid during the year, and 4.7 miles of siding tracks at Philadelphia, Reading, Lebanon, Harrisburg, Beaver, and other way stations. 9603 feet of new track have been laid on the Willow Street Railroad.

Buildings, Depots, &c.

The new passenger depot at Harrisburg has been completed, and a large and convenient passenger and freight depot commenced at Philadelphia, to accommodate the increasing business at that terminus; new depots have been erected for freight and passengers at Leesport and Orwigsburg, a dwelling-house for the despatcher has been built at Falls, and an engine-house for the locomotives operating the Chester Valley Railroad at Norristown.

The new depot in Philadelphia is expected to be ready for passengers in December next, and for freight in January, 1860. It will furnish

facilities for these branches of the service never before possessed in Philadelphia.

Bridges, Tunnels, &c.

The widening of the Phœnixville and Manayunk tunnels has been successfully prosecuted, and early in last April completed within the estimates. The widest cars in use can now pass through them, and over the whole length of 112 miles between Harrisburg and Philadelphia.

This difficult and dangerous operation was finished in the short space of four months, during which period the entire business of the road was passed through both tunnels without any casualty. Electricity was used with great success in firing several blasts simultaneously; and much credit is due Messrs. Hobart, Lorenz, and their assistants of the engineer corps in charge of the work, for the skill, energy and ability displayed in its prosecution.

Girard Avenue bridge has been completed, and a new bridge erected at Pottstown, in the line of "Charlotte" Street.

New Engines and Cars.

The two new coal-burning passenger engines, "Hiawatha," and "Minnehaha," have been completed, and in use for some months. In economy of fuel and repairs, and general efficiency, these locomotives have proved superior to any yet used, and are believed to furnish an excellent model for others which may be hereafter required for similar service. Six new passenger cars, twenty-five house cars, twenty open platform cars, and six cattle cars, all eight-wheeled, have also been built during the year.

Very respectfully,

Your obedient servant,

G. A. NICOLLS,

Engineer and General Superintendent.

READING, PENNA., *November* 30, 1859.

STATEMENT A.

Business of PHILADELPHIA AND READING RAILROAD, *for the Year ending November* 30, 1859.

TONNAGE.

Coal transported, tons of 2240 lbs.,	1,632,932
Merchandise transported, tons of 2000 lbs.,	334,609
Materials for use of Road, including ballast, timber, rails, sills, cord-wood, stone, brick, iron, &c., in tons of 2000 lbs.,	196,104
Total tonnage of Road for year, on main and branch roads, including weight of passengers, in tons of 2000 lbs.,	2,405,314
Total amount of coal transported to date, tons of 2240 lbs.,	23,797,701
Total tonnage of Road to date, tons of 2000 lbs.,	31,828,395

PASSENGER TRAVEL.

Total number of passengers during year,	379,406
Total number of miles travelled by same,	11,598,964
Equal to, in through passengers, over whole length of Road,	126,076
Total number of passengers to date, including Philadelphia Branch Road,	3,638,776

RECEIPTS OF ROAD.

From freight and tolls on coal,	$1,883,685 12
" freight on merchandise,	474,887 67
" passenger travel,	318,846 19
" transportation of U. S. mail, express cars, and other sources,	46,874 37
Total,	$2,724,293 35

Philadelphia Branch Road (three miles long), between Philadelphia and Schuylkill Viaduct.

BUSINESS FOR YEAR.

Tonnage—ice, beer, stone, &c. &c., in tons of 2000 lbs.,	2,805
Passengers—total number,	32,555

RECEIPTS.

From passengers,	$1,884 34
" freight,	989 95
" bridge tolls,	527 69
	$3,401 98

STATEMENT B.

Expenses of Transportation Department, for the Year ending November 30, 1859.

RUNNING ACCOUNT.

Wages of all engineers, conductors, firemen, brakemen, &c.,	$169,947 80	
Wood, 15,648 cords,	40,467 01	
Loading, unloading, and cutting wood,	17,711 16	
Oil, 33,800 gallons,	26,550 68	
Tallow, lard, grease, and cotton waste,	5,050 22	
Tolls paid other railroads, and expenses in Broad Street,	1,943 00	
Coal fuel, for locomotive engines,	75,225 93	
Allowance for use of coal and freight cars,	19,671 49	
Expenses of magnetic telegraph,	7,463 25	
Water rent, at Palo Alto,	1,000 00	
Sundries,	3,452 96	
		$368,483 50

WORKSHOP ACCOUNT.

Wages of all machinists, blacksmiths, carpenters, mechanics, and shop-hands,	$205,496 00	
Bar iron, steel, blooms, &c.,	17,318 12	
Iron castings,	7,955 29	
Copper, spelter, tin, lead, &c.,	9,905 11	
Timber and lumber,	15,406 16	
Anthracite coal for shops, &c.,	6,478 08	
Bituminous " " "	1,640 60	
Hardware, files, tools, paints, &c.,	10,213 19	
Wheels for cars, engines, and tenders,	15,837 56	
Axles, " " "	6,102 41	
Tires for engines,	2,600 73	
Sundries,	2,298 96	
		$301,252 21

DEPOT ACCOUNT.

Wages of all hands,	$30,708 25	
Wages of all watchmen,	19,185 67	
Pumping water, and sundry expenses,	9,520 87	
		59,414 79

SUPERINTENDENCE ACCOUNT.

Salaries of all officers, clerks, and agents,	50,563 17

OFFICE ACCOUNT.

Stationery, printing, advertising, furniture, and sundries,	10,082 12

LATERAL ROADS' EXPENSES.

Salaries of agents, use of engines, &c.,	4,215 24
	$794,011 03

STATEMENT C.

Division of Expenses of Transportation Department for 1859.

	No.	Rate.	
Transportation of Coal, from Coal region to Richmond, Philadelphia, and other points, Statement H (tons of 2240 lbs.),	1,632,932	23·02	$375,970 63
Transportation of Merchandise, between Pottsville, Harrisburg, Philadelphia, and all other points, Statement L (tons of 2000 lbs.),	334,609	47·6	159,273 88
Transportation of Passengers, between Pottsville, Harrisburg, Philadelphia, and other points, Statement K, (No. "Through,")	126,076	96·5	121,663 34
Expenses of Transportation of Coal over Philadelphia Branch Railroad and in Philadelphia,			8,359 50
Superintendence, including Salaries of all Officers, Clerks, &c.			50,563 17
Wages of Watchmen at wharves, depots, and switches,			19,185 67
Expenses of delivering Coal and Merchandise, and hauling Cars for all purposes, at Reading and other depots,			13,146 00
Office Expenses, Stationery, Printing, &c.,			10,082 12
Allowances for use of Coal and Freight Cars owned by other parties,			19,671 49
Salaries of Agents and Expenses on Lateral Roads in coal region,			4,215 24
Expenses of Magnetic Telegraph, including Salaries of day and night operators,			7,463 25
Water Rent at Palo Alto,			1,000 00
Sundry Expenses, Express Engines, Extra Trains, &c. &c.			3,416 74
Total,			$794,011 03

STATEMENT D.

Number of Engines, Cars, &c., upon the PHILADELPHIA AND READING RAILROAD, *November* 30, 1859.

LOCOMOTIVE ENGINES.

124	first class engines.
13	second " "
4	third " "
3	fourth " "
144	total.

COAL CARS.

2	eight-wheeled	iron coal cars.
471	eight "	wooden coal cars, besides 100 used by Company, owned by other parties.
2948	four "	iron coal cars.
1276	four "	wooden coal cars, besides 610 used by Company, owned by other parties.
4697	total.*	

CARS FOR FREIGHT AND GENERAL USE.

152	eight-wheeled	covered house cars.
53	" "	wood and cattle cars.
157	" "	open platform cars.
182	four "	covered house cars.
454	" "	open platform wood, lime, and dumping cars.
998	total.	

* 13 old four-wheeled wooden coal cars are to be rebuilt into new cars, their full value having been charged in "Transportation" expenses.

PASSENGER CARS.

45 eight-wheeled passenger cars.
12 " " baggage cars.
7 " " mail and express cars.

64 total.

In addition to the above, the Company own:

2 small passenger cars, for use of Road.
12 stationary engines, from four to sixty horse-power, for driving machinery.
14 steam and water-power engines, for pumping at water stations, sawing wood, &c.
8 snow-ploughs.
1 dredging machine.
27 carts, wagons, drays, and lumber trucks, for hauling wood, timber, merchandise, &c.
68 horses, for hauling in Philadelphia, Richmond, and elsewhere.

STATEMENT E.

Table of Names, Weights, Makers, Condition and Present Duty of all Locomotive Engines owned by the Philadelphia and Reading Railroad Company, November 30th, 1859.

NAMES.	CLASS	WEIGHT.	MAKER..	WHEN FIRST RAN.	MILES RAN. Past Year.	MILES RAN. Total to Date.	CONDITION AND DUTY.
Atlas,	1st.	27.	Baldwin, Philadelphia.	April 1846	6,242	202,136	At Richmond, in order.
Hercules,	"	27.	do. do.	" "	5,949	197,328	do. do.
Kentucky,	"	22.4	do. do.	" "	3,949	186,799	At Palo Alto, do.
Princeton,	"	22.4	do. do.	May "		182,202	At Richmond, do.
Pocahontas,	"	23.4	Rebuilt by Baldwin.	Aug. 1855	5,520	54,175	At Schuylkill Haven, in order.
Alabama,	"	22.2	Baldwin, Philadelphia.	April 1846	5,847	202,175	At Reading, in order.
Indiana,	"	21.9	do. do.	" "	11,105	198,908	do. Assorting cars.
Washington,	"	22.4	do. do.	June "	5,165	193,645	At Port Clinton, do.
United States,	"	18.8	do. do.	July 1844	15,261	219,736	At work, Roadway Department.
Virginia,	"	19.1	do. do.	Sept. "	4,245	248,251	do. do.
Niagara,	"	19.6	do. do.	April 1845	11,143	212,976	do. do.
Independence,	"	19.5	do. do.	May "	8,622	220,738	In shop, under repair.
St. Lawrence,	"	19.5	do. do.	June "	3,125	193,755	do. do.
Constitution,	"	19.5	do. do.	" "	6,165	178,263	At work, Roadway Department.
Champlain,	"	20.1	do. do.	Sept. "		176,661	At Richmond, in order.
Hudson,	"	21.2	do. do.	Oct. 1844	20,057	247,732	At work, Roadway Department.
Dauphin,	"	23.7	do. do.	" 1850	11,629	130,033	At Falls, in order.
Baltic,	"	22.9	do. do.	" "	2,854	123,578	At work, Philadelphia Branch Road.
Perry,	"	23.8	do. do.	" "	10,789	123,217	At Richmond, in order.
Humming Bird,	"	24.6	do. do.	April 1855	19,055	107,000	At work, Passenger Train.
Blue Bird,	"	24.6	do. do.	May "	23,706	99,620	do. do.
Seminole,	2d.	13.1	do. do.	Feb. 1840		173,657	Out of use.
22 in all.			Made by Baldwin, Philadelphia.				
Baltimore,	1st.	27.5	Ross Winans, Baltimore,	June 1847		145,401	In shop, under repair.
Delaware,	"	27.5	do. do.	Sept. "		128,293	do. rebuilding.
Patapsco,	"	24.6	do. do.	Oct. 1850		133,627	do. under repair.
Minnesota,	"	22.5	do. do.	Nov. "	7,457	127,135	At work, Coal Trade.
Iowa,	"	25.4	do. do.	Oct. 1851		96,384	In shop, under repair.
Wisconsin,	"	25 2	do. do.	Nov. "	2,996	88,337	At work, Coal Trade.
New Jersey,	"	25.5	do. do.	March 1852	18,400	132,131	do. do.
Mississippi,	"	26.5	do. do.	May "	5,943	121,567	do. do.
Connecticut,	"	26.5	do. do.	" "	12,672	120,834	At Reading, in order.
New Hampshire,	"	26.5	do. do.	June "	16,337	130,693	At work, Coal Trade.
Utah,	"	26 2	do. do.	" "	17,847	137,485	do do.
Chippewa,	"	26.7	do. do.	April 1854	12,861	91,386	In shop, under repair.

Monongahela,	1st.	27.2	Ross Winans, Baltimore.	March	1854	13,250	97,497	At work, Coal Trade.
Tamaqua,	"	27.2	do. do.	"	"	7,368	93,345	At Reading, in order.
Saranac,	"	27.	do. do.	"	"	14,558	93,399	At work, Coal Trade.
Susquehanna,	"	27.	do. do.	April	"	13,664	93,266	In shop, under repair.
Narragansett,	"	27.	do. do.	"	"	11,908	88,021	At work, Coal Trade.
Penobscot,	"	27.	do. do.	May	"	16,818	84,597	do. do.
Kennebeck,	"	27.	do. do.	"	"	5,405	74,028	do. do.
Nebraska,	"	27.	do. do.	"	"	5,908	86,601	do. do.
Santee,	"	27.	do. do.	"	"	13,826	76,891	In shop, under repair.
Shenandoah,	"	27.	do. do.	June	"	15,422	92,594	At work, Coal Trade.
Cumberland,	"	27.	do. do.	"	"	15,042	90,220	do. do.
Potomac,	"	27.	do. do.	"	"	6,529	81,650	do. do.
Savannah,	"	27.	do. do.	"	"	13,037	98,346	do. do.
Yellow Spring,	"	26.7	do. do.	January	1855	12,879	77,506	do. do.
Arkansas,	"	26.7	do. do.	March	"	5,028	64,622	do. do.
Rausch Gap,	"	26.7	do. do.	"	"	8,992	72,901	do. do.
Pottsville,	"	26.7	do. do.	"	"	17,917	77,975	In shop, under repair.
Rhode Island,	"	26.7	do. do.	April	"	15,117	68,831	At work, Coal Trade,
Harrisburg,	"	26.7	do. do.	"	"	9,236	55,239	do. Freight Train.
Germantown,	"	26.7	do. do.	"	"	8,827	63,190	do. do.
Lexington,	"	26.7	do. do.	"	"	19,461	81,148	do. Coal Trade.
San Francisco,	"	26.7	do. do.	"	"	18,760	81,508	In shop, under repair.
Ashland,	"	26.7	do. do.	"	"	17,356	76,319	do. do.
Mount Vernon,	"	26.7	do. do.	"	"	10,029	70,404	At Reading, in order.
Buffalo,	"	27.2	do. do.	"	"	14,951	77,212	At work, Coal Trade.
Richmond.	"	27.2	do. do.	"	"	15,402	81,704	In shop, under repair,
Panama,	"	27.2	do. do.	May	"	13,345	75,320	At work, Coal Trade.
Wilmington,	"	27.2	do. do.	"	"	19,960	77,505	do. do.
Charleston,	"	27.2	do. do.	June	"	16,184	78,320	In shop, under repair.
Albany,	"	27.2	do. do.	"	"	13,374	71,103	do. do.
42 in all.			Made by Ross Winans, Baltimore,					
Mohawk,	"	20.7	Norris, Schenectady.	Oct.	1850	14,426	152,019	At work, Chester Valley Railroad.
Genesee,	"	20.7	do. do.	"	"	28,677	177,251	do. do. do.
2 in all.			Made by Norris, Schenectady.					
Octoraro,	"	28.9	Made by Reading Railroad Company.	May	1853	12,504	128,687	At work, Freight Train.
Metamora,	"	28 9	do. do.	June	"	14,245	136,397	do. Coal Trade.
Aramingo,	"	28.9	do. do.	July	"	17,988	123,690	do. do.
Wissahickon,	"	28.9	do. do.	Aug.	"	18,394	130,562	do. do.
Camanche,	"	29.	do. do.	Sept.	"	7,319	120,125	do. do.
Seneca,	"	28.9	do. do.	Oct.	"	14.772	133,315	do. do.
Tecumseh,	"	27.9	do. do.	Nov.	"	19,852	123,150	do. do.
Allegheny,	"	23.9	do. do.	"	1851	20,590	169,283	do. Freight Train.
Wyomissing,	"	26.9	do. do.	July	1852	5,887	124,879	do. Coal Trade.
Pawnee,	"	26.9	do. do.	Aug.	"	19,160	132,907	do. do.
Swatara,	"	26.9	do. do.	"	"	15,246	126,902	do. do.
Perkiomen,	"	26.9	do. do.	Sept.	"	5,166	116,409	Rebuilt into Phœnix.
Phœnix,	"	31.6	do. do.	Nov.	1859	681	681	At work, Falls Grade.

STATEMENT E.—*Continued.*

NAMES.	CLASS.	WEIGHT.	MAKER.	WHEN FIRST RAN.	MILES RAN. Past Year.	MILES RAN. Total to Date.	CONDITION AND DUTY.
Tennessee,	1st.	27.9	Made by Reading Railroad Company.	Nov. 1852	17,241	136,020	At work, Reading Coal and Ft. Train.
Powhatan,	"	27.9	do. do.	" "	19,023	121,667	do. Freight Train.
Sciota,	"	27.9	do. do.	" 1854	19,914	105,578	do. Coal Trade.
Wabash,	"	27.9	do. do.	" "	17,986	96,638	do. do.
Juniata,	"	27.6	do. do.	June 1855	19,606	102,852	do. do.
Illinois,	"	29.6	do. do.	May 1852	12,157	138,684	do. Market Train.
Michigan,	"	29.6	do. do.	June "	17,294	143,570	do. do.
Vera Cruz,	"	26.5	do. do.	Aug. 1857	30,370	63,183	do. Passenger Train.
Hiawatha,	"	25.2	do. do.	June 1859	15,958	15,958	do. do.
Minnehaha,	"	25.2	do. do.	" "	14,721	14,721	do. do.
Buena Vista,	2d.	19.1	do. do.	April 1848	8,293	130,166	do. do.
Stag,	4th.	14.6	do. do.	Feb. 1851	19,285	132,197	At Pottstown, in order.
Ariel,	"	8.3	do. do.	Aug. 1856	9,912	36,548	At Reading, do.
Witch,	"	8.5	do. do.	Nov. 1855	12,412	42,476	At Pottsville, do.
Georgia,	1st.	24.1	Rebuilt by Reading Railroad Company.	Oct. 1850	17,625	148,214	At work, Coal Trade.
Louisiana,	"	23.9	do. do.	Nov. "	19,306	146,958	do. do.
Carolina,	"	23.3	do. do.	June 1857	17,068	42,876	do. Lateral Roads.
Wyoming,	"	19.6	do. do.	Feb. 1847	393	158,158	do. Wood Train.
Palo Alto,	"	20.8	do. do.	May "	10,960	183,430	At Richmond, Assorting Cars.
Monterey,	"	19.9	do. do.	June "	9,651	161,671	At Schuylkill Haven, Assorting Cars.
Sanatoga,	"	19.2	do. do.	" 1842	8,376	192,700	do. do. do.
Mahanoy,	"	20.5	do. do.	" 1856	15,847	57,941	At work, Lateral Roads.
Atlantic,	"	20.1	do. do.	Aug. 1844	7,788	183,001	At Richmond, Assorting Cars.
Philadelphia,	"	21.9	do. do.	April 1854	10,099	66,751	In shop, under repair.
California,	"	21.5	do. do.	May 1848	7,382	149,723	At work, Richmond Wharves.
Chesapeake,	"	20.1	do. do.	March 1847	3,451	128,155	do. at Reading.
Florida,	"	23.7	do. do.	Sept. 1855	3,895	54,023	do. Roadway Department.
Amazon,	"	25.2	do. do.	June 1856	16,095	56,007	do. Lateral Roads.
Empire,	"	25.8	do. do.	July "	7,498	35,637	At Richmond, Assorting Cars.
Yorktown,	"	24.5	do. do.	Nov. "	15,818	53,294	In shop, under repair.
Columbus,	"	22.4	do. do.	" "	15,222	43,499	At work, Lateral Roads.
Rio Grande,	"	25.1	do. do.	July 1857	15,644	37,109	do. Philadelphia Branch Road.
New York,	"	23.8	do. do.	" "	12,654	31,646	do. Lateral Roads.
Missouri,	"	23.3	do. do.	" "	16,491	37,812	do. do.
Texas,	"	22.4	do. do.	June 1858	26,923	40,645	do. Freight Train.
Black Diamond,	"	28.4	do. do.	" "	22,913	33,475	do. do.
Warrior,	"	22.4	do. do.	Oct. "	28,364	31,919	do. do.
New England,	"	21.6	do. do.	Sept. "	25,861	31,462	do. do.
Ohio,	"	27.5	do. do.	Aug. "	9,143	14,639	In shop, under repair.

Ontario,	1st.	22.1	Rebuilt by Reading Railroad Company.	Nov.	1859			At work, Harrisburg.
Pacific,	"	22.1	do. do.	May	"	6,555	6,555	do. North Lebanon Railroad.
Oregon,	"	21.2	do. do.	Dec.	1858	9,153	9,153	In shop, under repair.
Maryland,	"	27.5	do. do.	April	1859	12,937	12,937	At work, Reading Coal and Ft. Train.
Colorado,	"	26.8	do. do.	"	"	13,250	13,250	do. Coal Trade.
Taunton,	"	25.	do. do.	May	"	16,378	16,378	do. Passenger Train.
Reading,	2d.	17.2	do. do.	Oct.	1842	7,694	220,524	In shop, under repair.
Schuylkill,	"	14.7	do. do.	July	1843	915	137,263	At Reading, in order.
Osceola,	"	14.8	do. do.	Aug.	"	2,928	125,791	At Richmond, do.
Huron,	"	14.8	do. do.	"	"	9,195	131,908	At work, Philadelphia Branch Road.
Erie,	"	14.8	do. do.	"	"	2,163	132,092	In shop, under repair.
Ontalaunee,	"	14.6	do. do.	July	"	3,840	135,192	At work, Phœnixville.
Tuscarora,	"	13.8	do. do.	June	1855	3,498	28,311	do. Reading.
Shamokin,	"	14 1	do. do.	Nov.	"	11,556	45,283	do. Palo Alto.
Gowan and Marx,	"	13.8	do. do.	Aug.	1856	5,850	20,231	do. Lebanon.
Manatauny,	"	18.5	do. do.	June	1858	17,517	27,376	do. Valley Passenger Train.
Antelope,	"	9.3	do. do.	"	1838	4,660	209,879	In shop.
69 in all.			Built and Rebuilt by Reading Railroad Company.					
Maine,	1st.	21.6	Boston Locomotive Works.	July	1849	6,773	152,605	At work, Wreck Train.
Auburn,	"	27.8	Norris, Philadelphia.	"	1854	7,808	98,257	At Reading, in order.
Elmira,	"	27.8	do. do.	"	"	16,776	104,416	do. do.
America,	2d.	13.4	do. do.	Oct.	1842	5,364	248,108	At work, Chester Valley Railroad.
5 in all.			Made by Norris, Philadelphia.					
Engineer,	3d.	8.8	Braithwaite & Co., London.	May	1838	2,390	192,785	At work, Reading.
Rocket,	"	8.5	do. do.	"	"	4,017	186,362	do. Pottstown.
Planet,	"	8.5	do. do.	Aug.	"	7,667	176,492	do. Schuylkill Haven.
3 in all.			Made by Braithwaite & Co., London.					
Pine Grove,	1st.	24.4	Danforth, Cook & Co., Paterson, New Jersey.	Feb.	1855	17,061	127,115	do. Passenger Train.
Petrel,	"	23.6	do. do. do.	July	1857	27,712	68,252	do. do.
2 in all.			Made by Danforth, Cook & Co., Paterson, N. J.					
Cambridge,	"	25.5	Davenport, Bridges & Kirk, Cambridgeport.	June	1850	6,089	121,294	In shop, under repair.

CONDENSED TABLE.

Showing Condition and Employment of all Engines owned by the Philadelphia and Reading Railroad Company on above date.

HOW EMPLOYED.	1ST CLASS.	2D CLASS.	3D CLASS.	4TH CLASS.	TOTAL.
In daily use, in good order, on Reading or Lateral Roads,	90	8	3		101
In workshops, under repair,	20	2	1		23
In good order, ready for use,	14	2		3	19
Out of use, rebuilding, &c.,		1			1
Total,	124	13	4	3	144

STATEMENT F.

Work and Repairs of all Locomotive Engines owned by the Philadelphia and Reading Railroad Company, for the year ending November 30, 1859.

MILES RAN.

HOW EMPLOYED.	CLASSES.				TOTAL.
	1ST.	2D.	3D.	4TH.	
Reading Railroad Transportation Department, . .	1,193,018	36,455	9,802	13,133	1,252,408
Reading Railroad Roadway Department, . . .	22,333		5,500	15,711	43,544
Reading Railroad Renewal, &c., Department, . .	33,838		2,412		36,250
Total Reading Railroad, .	1,249,891	36,455	17,714	28,844	1,332,202
Total Lebanon Valley Railroad, ...	153,260	32,369	358	6,109	192,096
Total Chester Valley Railroad, ...	26,045	5,364	176	264	31,849
On Lateral Roads in Coal Region, ...	134,607	4,625	486	6,392	146,110
Total, ...	1,563,101	78,813	18,734	41,609	1,702,257

Total number of tons hauled one mile, exclusive of engine and tender, ... 404,593,694
Average weight of loaded coal trains down, " " . 752.6
" " empty coal trains up, " " . 264.5
" " passenger trains, " " . 54
All tons of 2000 lbs.

COST OF REPAIRS OF ENGINES.

Wages of all mechanics, ...	$99,669 21
Materials, iron, steel, brass, &c.	41,400 99
Superintendence, tools, paints, &c.	12,266 96
	$153,337 16

Total number of miles ran by all engines owned and used by Company, from May, 1838, to November 30, 1859, 22,911,092
Total No. of tons hauled one mile, between same dates, 5,451,589,561

STATEMENT G.

Cost of Repairs and Renewals of Coal, Freight, and Passenger Cars, on the Philadelphia and Reading Railroad, for the year ending November 30, 1859.

COAL, FREIGHT, AND WOOD CARS.

Wages of all mechanics, ...	$75,815 52
Timber, iron, steel, and all metals, ...	35,462 07
Superintendence, tools, paints, oils, &c.	11,005 47
	$122,283 06

COST OF REPAIRS OF PASSENGER CARS.

Wages of mechanics, ...	$8,014 55
Iron, steel, timber, &c.	6,151 82
Superintendence, tools, paints, varnish, &c. . . .	2,022 34
	$16,188 71

STATEMENT H.

Items of Cost, in detail, of Hauling Coal on the Philadelphia and Reading Railroad, for the year ending November 30, 1859.

Per round trip of 190 miles, from Coal Region to Tidewater and back with empty cars; transporting average loads of 435.8 Tons of 2240 lbs. each Train.

ITEMS OF COST.	No.	Description	Average Rate.	Amount.
Wages of Engineer,	2	Days.	2.80	$5 60
" Fireman,	2	"	1.75	3 50
" Conductor,	2	"	1.65	3 30
" Brakeman and Signalman,	2.6	"	1.58	4 11
Anthracite Coal for Fuel, including firing up, &c.	8.15	Tons.	2.02	16 46
Oil for Engine and Tender, including Lamps,	1.9	Galls.	1.20	2 28
Oil and Grease for Cars,			p. trip	3 92
Repairs of Engine and Tender,	190	Miles.	9.4	17 86
" Coal Cars,			p. trip	25 13
Supplying Water,	16	M. Galls.	.06	96
Wood for Kindling, &c.	.4	Cords.	4.10	1 64
Assistant Engine at Falls Grade,	435.8	Tons.	0.09	3 92
Car Couplers, Timekeepers, Despatchers, and Turning Crews,	435.8	"	0.11	4 79
Allowance for Engines laying over, and other Contingent Expenses,	435.8	"	0.16	6 87
				$100 34

Equal to 23.02 cents per ton.

All the Coal Transportation of the Road, for the past year, has been performed by Locomotives using Anthracite Coal, exclusively, for fuel.

STATEMENT K.

Items of Cost, in detail, of running Passenger Trains on the Philadelphia and Reading Railroad, for the year ending November 30, 1859.

USING WOOD FUEL, PER DAILY TRIP OF 93 MILES.

ITEMS OF COST.	No.	Description	Average Rate.	Amount.
Wages of Engineer,	1	Day.		2 60
" Fireman,	1	"		1 56
" Conductor,	1	"		2 20
" Baggage Master,	1	"		1 30
" Brakeman,	1.25	"	1.25	1 56
Wood for Fuel, including firing up,	2.52	Cords.	4.10	10 33
Water used,	3	M. Galls	.06	18
Oil for Engine and Tender, including Lamps,	1.1	Galls.	1.20	1 32
Oil and Grease for Cars,			p. trip	37
Repairs of Engine,	93	Miles.	5.4	5 02
" and Refitting Cars,			p. trip	5 44
Hands at Depots, Extra Engines, &c.			"	5 25
Sundries for Trains,			"	3 78
				$40 91

Equal to, at 42.4 through Passengers per train, 96.5 cents per Passenger.

STATEMENT L.

Items of Cost, in detail, of running Freight Trains on the Philadelphia and Reading Railroad, for the year ending November 30, 1859.

PER DAILY TRIP OF 93 MILES.

ITEMS OF COST.	No.	Description	Average Rate.	Amount.
Wages of Engineer,	1	Day.		2 85
" Fireman,	1	"		1 68
" Conductor,	1	"		1 73
" Brakeman and Signalman,	3	"	1.40	4 20
Coal for Fuel,	3.4	Tons.	2.32	7 89
Wood for Kindling, &c.	0.3	Cords.	4.10	1 23
Oil and Tallow, for Engine and Tender,			p. trip	1 42
Oil and Grease for Cars,			"	1 46
Repairs of Engine and Tender,	93	Miles.	8.2	7 63
" Cars,			p. trip	9 67
Depot Hands, and other Depot Expenses,				16 83
Water used,	6	M. Galls.	.06	0 36
Renewals of Sundry Articles, Goods Damaged, &c.				4 07
				$61 02

Equal to 47.6 cents per ton, at 128.2 tons per train.

STATEMENT M.

Cost of Transportation over Philadelphia Branch Railroad, and of Horse Power, and other Expenses, in Broad Street, Philadelphia, for the year ending November 30, 1859.

Amount paid for City Railroad Tolls,	$1,003 00
Agents and Sundry Expenses in Philadelphia,	940 00
Cost of Engine hauling Cars between Falls and Broad St., Philadelphia,	6,416 00
Cost of Horse Power in Philadelphia,	3,113 53
	$11,472 53

STATEMENT N.

Points of Supply and Distribution of Coal, on the Philadelphia and Reading Railroad, for the year ending November 30, 1859.

Amount of Coal received from various Lateral Roads in Coal Region.

	Tons.
Mount Carbon and Port Carbon Railroad, at Port Carbon, from Valley and Mill Creek Railroads,	455,268
Mount Carbon Railroad, at Mount Carbon,	114,762
Mine Hill and Schuylkill Haven Railroad, at Schuylkill Haven,	707,226
Schuylkill and Susquehanna Railroad, at Auburn,	77,513
Little Schuylkill Railroad, at Port Clinton,	278,163
Total,	1,632,932

Where delivered on line of Reading Railroad.

Station or Turnout.	From Port Carbon.	From Mount Carbon.	From Schuyl. Haven.	From Auburn	From Port Clinton.	Total.
Pottsville,			730			730
Schuylkill Haven,	391					391
Orwigsburg,	32		22			54
Auburn,	37		678			715
Port Clinton,	248					248
Hamburg,	56		31		30	117
Mohrsville,	202		114		32	348
Between Reading and Mohrsville,	496	40	1,125			1,661
Reading,	25,612	3,487	36,041	353	11,616	77,109
Lebanon Valley Branch. Sinking Spring,	450	311	669	4	50	1,484
Wernersville,	406	122	374	9	38	949
Robesonia,	14,552	24	13	172	18	14,779
Womelsdorf,	471	195	352	25	46	1,089
Missemer's,	106	94	231			431
Richland,	89	154	760		10	1,013
Myerstown,	5		106			111
Lebanon,	601	1,377	15,429	2,302	9,986	29,695
Annville,	5	161	61			227
Palmyra,	28		212	74		314
Derry,			111	138	226	475
Swatara,			188			188
Hummelstown,	18					18
Harrisburg,	30	32	61		9	132
Birdsboro',	111	13	214	24	142	504
Douglassville,	347	70	300	4	33	754
Pottstown,	7,003	501	3,115	960	213	11,792
Limerick,	122	61	645	64	168	1,060
Royer's Ford,	412		127			539
Phœnixville,	4,550	885	21,330		39,801	66,566
Valley Forge,	175	70	119			364
Port Kennedy,	444	138	703		1,047	2,332
Norristown,	9,125	688	9,070	131	3,031	22,045
Rambo's Limekilns,	351	63	996		2,530	3,940
Swede's Furnace, below Norristown	14		2,961		7,289	10,264
Conshohocken,	7,191	275	20,572	260	113	28,411
Egbert's,	28	9	376		20	433
Manayunk,	64	10				74
Falls,	14,444	1,516	29,111	1,031	4,412	50,514
Nicetown and Germantown,	8,696					8,696
Philadelphia Branch Road,	1,035					1,035
Philadelphia,	145,499	5,508	101,365	3,181	31,238	286,791
Richmond,	211,822	98,958	458,914	68,781	166,065	1,004,540
Total, Tons,	455,268	114,762	707,226	77,513	278,163	1,632,932

STATEMENT O.

Distribution of Items, comprising Net Expenses of Transportation and Roadway Departments, for the year ending November 30, 1859, *under the heads of Cost of Transporting Coal, Merchandise, and Passengers.*

Items of Cost.	Cost of Transporting.			Total Net Expenses.
	Coal.	Merchandise.	Passengers, Mail, &c.	
Net cost of transporting each, as per Statement C. . .	$375,970 63	$159,273 88	$121,663 34	$656,907 85
Roadway Expenses, . .	142,501 06	43,044 57	48,032 44	233,578 07
Transportation between Falls and Philadelphia, Watchmen, Lateral Roads, Missing Coal, Superintendence and Office Expenses, and Sundries, ...	103,350 19	23,195 27	11,496 77	138,042 23
	$621,821 88	$225,513 72	$181,192 55	$1,028,528 15
Hauling and Assorting Cars in Coal Region, and at Richmond, ...	36,870 85	3,541 77	852 17	41,264 79
Broad Street Hauling, . .		1,712 44	1,401 09	3,113 53
Contingent Expenses in Philadelphia, ...	31,503 43	19,289 85	9,100 05	59,893 33
	$690,196 16	$250,057 78	$192,545 86	$1,132,799 80

SUMMARY.

Of Total Expenses for Year, Coal is charged with . 42.26 Cents per Ton
" " " Merchandise " . 74.73 " "
" " " Through Passengers " . 152.72 " each.

STATEMENT P.

Description of Merchandise transported over the Philadelphia and Reading Railroad, and amount of same received in the City of Philadelphia, for the year ending November 30, 1859.

IN TONS OF 2000 LBS.

Description of Merchandise.	Received at Philadelphia	Total Transported over Road.
Coal (Anthracite),	1,513,765	1,828,884
Ale, Beer, Porter, Cider, and Malt Liquors,	195	1,227
Agricultural Implements,	209	514
Blooms,	923	2,619
Bricks, Common and Fire,	69	1,670
Bituminous Coal,	6,956	14,269
Books and Stationery, Paper of all kinds,	622	1,011
Bran, Ship Stuff, Chops and Middlings,	744	3,358
Butter and Eggs,	1,325	1,488
Bones and Horns,	531	531
Clay and Sand,	271	706
Cotton and Wool,	289	1,362
Confectionery,		729
China, Glass, and Queensware,	8	1,975
Dry Goods and Carpetings,	1,266	4,232
Empty Bags, Barrels, and Boxes,	257	1,351
Flour (82,629 bbls. at Philada.: whole line, 151,951 bbls.)	8,924	20,743
Furniture, all kinds, and Pianos,	482	2,100
Fresh Meat, Fish, and Fruit,	34	1,967
Groceries, Coffee, and Tea,	77	5,503
Grain of all kinds,	7,705	21,038
Hams and Bacon,		1,830
Hardware, Cutlery, Lead, &c.	220	2,137
Iron Ore,		47,377
Iron (Bar, Boiler, and Cast),	4,303	10,993
Lime,	6,878	21,845
Limestone, and all other Stones,	847	2,185
Leather, Hides, and Skins,	844	2,019
Live Stock,	2,498	3,785
Milk,	607	821
Marketing, and Garden Truck,	5,306	6,135
Marble, all kinds,	603	963
Machinery, Steam Engines, and Boilers,	440	1,110
Molasses and Syrups,		4,523
Malt and Barley,	3,276	4,552
Nails and Spikes,	879	1,935
Oysters,		1,363
Oil of all kinds,	64	1,989
Plaster, whole and Ground,	4	807
Pig Iron,	17,109	51,965
Potatoes,	147	1,194
Pork, fresh, in Carcasses,	488	554
Paints and Dye-Stuffs,	120	757
Railroad Iron, all sizes,	5,703	17,652
Rags,	451	696
Sills,		883
Scrap Iron, Cast and Wrought,	164	2,523
Shingles, Shooks, and Staves,	185	2,001
Stoves and Stove Plates, of all kinds,	70	555
Seeds, of all kinds,	679	897
Sugar,		4,443
Salt,		2,862
Salt Beef, Pork, and Fish,	78	2,293
Timber, Lumber, and Prop Timber,	3,766	32,157
Tobacco and Segars,	40	1,048
Whiskey, Alcohol, and Burning Fluid,	2,185	4,815
Sundries, not stated,	2,817	2,552
Totals,	1,605,423	2,163,493

STATEMENT R.

Lebanon Valley Branch Railroad.

Statement of its business, revenue, and expenses for the year ending November 30, 1859.

BUSINESS.

Passengers: total number,	103,144
" " miles traveled,	2,344,112
" equal to in "through passengers" (54 miles each),	43,410

MERCHANDISE.

Anthracite coal, westwardly,	57,367
Bituminous coal, eastwardly,	10,850
Iron ore, in both directions,	34,807
All other freight, of every description,	128,302
Tons of 2,000 lbs.	231,326

REVENUE.

On Lebanon Valley Branch Road exclusively:—

From coal and merchandise generally,	132,066 75
" passengers,	65,499 13
" transportation of United States mail,	5,400 00
" " of express matter, and other sources,	3,862 20
	$206,828 08

In addition to the above revenue, the following amount was received from that portion of the same merchandise and passengers which passed over the main line of the Reading Railroad:—

From 124,788 tons of merchandise,	113,725 15
" 17,441 passengers,	20,443 15
	$134,168 30

EXPENSES: including total cost of working Lebanon Valley Branch.

Running account:	passenger and freight trains,	56,380 75
Depot "	hands at depots and water stations,	3,575 77
Superintendence account:	salaries of all agents,	6,211 10
Office "	stationery, printing, &c.,	838 98
Roadway "	maintenance of track,	27,201 63
		$94,208 23

All the above items of business, revenue, and expenses are included in the preceding statements of similar character, of the Philadelphia and Reading Railroad.

Comparative Wear and Breakage of Rails, from 1850 to 1859, inclusive.

Description of Iron.	PERCENTAGE OF WEAR.										PROPORTION OF BREAKAGE.				
	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1855.	1856.	1857.	1858.	1859.
English 52 lbs. Rail.	$1\frac{1}{10}$	$2\frac{6}{10}$	$3\frac{2}{10}$	$4\frac{5}{10}$	$7\frac{8}{10}$	$19\frac{8}{10}$	$33\frac{7}{10}$	$25\frac{2}{10}$	$27\frac{3}{10}$	$26\frac{2}{10}$	1 bar in 392	1 bar in 207	1 bar in 372	1 bar in 686	1 bar in 5648
Phœnix 60 "	$4\frac{8}{10}$	$6\frac{3}{10}$	$5\frac{7}{10}$	$6\frac{3}{10}$	$5\frac{7}{10}$	$14\frac{3}{10}$	$14\frac{6}{10}$	$15\frac{6}{10}$	$13\frac{7}{10}$	$26\frac{2}{10}$	1 " 343	1 " 127	1 " 256	1 " 1441	1 " 5598
Montour 60 "		$1\frac{7}{10}$	$6\frac{1}{10}$	$8\frac{2}{10}$	$5\frac{7}{10}$	$18\frac{1}{10}$	$16\frac{7}{10}$	$19\frac{7}{10}$	$17\frac{5}{10}$	$35\frac{8}{10}$	1 " 94	1 " 39	1 " 46	1 " 524	1 " 207
Pottsville 60 "									$5\frac{1}{10}$	$4\frac{5}{10}$				1 " 3162	1 " 1799
Montour 64 & 68 "						$2\frac{1}{10}$	$20\frac{7}{10}$	$33\frac{1}{10}$	$25\frac{1}{10}$	$19\frac{5}{10}$	1 " 260	1 " 56	1 " 78	1 " 1027	1 " 2195
Phœnix 68 "									$2\frac{5}{10}$	$10\frac{2}{10}$					
Rerolled 64 "									$\frac{1}{10}$	$1\frac{5}{10}$					
Phœnix 50 "							$18\frac{2}{10}$	$15\frac{3}{10}$	$28\frac{4}{10}$	$19\frac{5}{10}$					
Average															

Statement of Rails removed from Tracks, and Cost of renewing Iron per Ton carried over the Road.

Years.	Tonnage.	Number of bars removed from tracks.	In proportion to Tonnage.	Cost of Renewing Iron.	Cost per ton in cents.
1848	1,570,531	4,070	1 bar for 385	$20,650 23	1.31
1849	1,429,564	3,352	1 " 426	12,536 01	0.88
1850	1,743,686	4,219	1 " 413	12,115 07	0.69
1851	2,145,632	5,932	1 " 361	25,855 25	1.21
1852	2,122,171	7,327	1 " 303	24,954 24	1.17
1853	2,076,197	8,032	1 " 233	35,546 59	1.71
1854	2,582,563	11,112	1 " 232	67,176 08	2.60
1855	2,909,667	25,965	1 " 113	160,138 64	5.60
1856	2,815,760	31,036	1 " 91	204,502 51	7.26
1857	2,326,706	23,568	1 " 98	154,686 50	6.64
1858	2,126,881	19,761	1 " 108	128,629 15	6.49
1859	2,405,314	16,337	1 " 147	103,334 65	4.29

Comparative Statement of the Number of Cars broken on the Philadelphia and Reading Railroad, for the years 1848 (*from July* 1, 1848, *to Nov.* 30, 1848), 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, *and* 1859.

Cause of accidents, ...	Broken axle.	Broken wheel.	Broken spring and pedestal.	Broken bumper lying on track.	Broken rail.	Bent axle.	Loose wheel.	Loose brake block falling on track.	Rail out of track	Collision.	Wood falling off tanks.	Brake lever catching on sills.	Bottom of car dropping.	Pulling-bar catching on sills.	Running over cattle.	Cow-catcher catching on sills.	Running over loose wheel.	Switch wrong.	Roping cars.	Wood car breaking.	Running too fast over crossing.	Engine pushing.	Running off tracks.	Rocks sliding on tracks.	Tree falling across tracks.	Track spreading.	Car off track in passing train.	Merchandise falling off cars.	Stopping suddenly.	Switch-rod breaking.	Unknown.	Total number of accidents.	Total number of cars broken.	Number of persons killed.	Injured.	Cattle killed.
From July 1 to Nov. 30, 1848,	125	46	4	1	5	10	44			43	19	6			56			6	8							1		6			1	58	387	5	5	
Total for the year 1849, . .	233	28	19	5		3	31			23	6	29	11		37			5	5				1			3	15				35	161	489	12	5	
Total for the year 1850, . .	261	2	17	2	1	1	54			49	77	7	3		12		6	1	1	8	1	16	5	5			1				14	152	543	6	5	
Total for the year 1851, . .	219	47	7	16	5	19	24			56	28	18	4		43			22	10							2			3	3	4	168	530	13	9	42
Total for the year 1852, . .	223	40	1	5	1	5	45		4	86	10	6	1	5	11	2		3	11	3			2								3	185	467	20	3	36
Total for the year 1853, . .	219	49	12	4	1	21	16			116	9	10	4		42			6	14			2	4						1	1	5	165	541	24	9	22
Total for the year 1854, . .	191	33	4	3	38	15	53	47	16	174		57	7		19			16	2					8			12	1	2			185	651	20	13	30
Total for the year 1855, . .	132	28	4	28	1	59	40	53		174		12	6	15	12			24	3				1	3					2		2	179	619	29	7	46
Total for the year 1856, . .	102	96	3	5	10	12	13	19		93		2						28							4		12		11		12	170	422	28	11	19
Total for the year 1857, . .	40	17	6			19	13	8		28			5		2			1	4								15	8	4			66	170	9	7	18
Total for the year 1858, . .	1		1			10	4			43	1								1		8								3	4	19	76	13	13	36
Total for the year 1859, . .	1		3	4		1	6	6		31								2											2		27	56	19	5	65

RECAPITULATION.

From July 1 to December 1, 1848, 1 car broken for every 1,485 tons of coal carried.

In the year 1849, " " 2,292 " "
1850, " " 2,490 " "
1851, " " 3,114 " "
1852, " " 3 534 " "
1853, " " 2,875 " "
1854, " " 3,054 " "
1855, " " 3,574 " "
1856, " " 4,950 " "
1857, " " 10,057 " "
1858, " " 27,985 " "
1859, " " 42,952 " "

NOTE.—Of the number of persons killed on the road in 1859, 13 were strangers; the injured were all strangers.

TABLE,

Showing the Business of the Philadelphia and Reading Railroad (each item monthly),

for the Year ending November, 1859.

	December, 1858.	*January,* 1859.	*February,* 1859.	*March,* 1859.	*April,* 1859.	*May,* 1859.	*June,* 1859.	*July,* 1859.	*August,* 1859.	*September,* 1859.	*October,* 1859.	*November,* 1859.	TOTALS.
Travel, ...	22.236 42	20,696 58	18,869 66	26,628 76	29,356 55	29,443 54	25.538 27	30,881 89	32,513 16	32,462 79	27,982 06	22,236 51	318,846 19
Freight on Goods, ...	34,295 34	36,298 82	37,578 80	47,978 98	47,537 18	43,333 06	33,789 80	29,804 60	31,433 92	38,467 06	46,842 27	47,527 84	474,887 67
Tolls on Coal, ...	174,491 09	86,033 58	95,369 25	109.972 04	134,514 98	148,707 06	167,159 13	184,295 60	173 851 02	189,729 20	204,795 67	214,766 50	1,883,685 12
United States Mail, . . .	1,634 83	1.634 83	1,634 83	1,634 84	1,634 83	1,634 84	1,634 83	1,634 83	1,634 84	1.634 83	1,634 83	1,634 84	19.618 00
Miscellaneous Receipts,	2.218 27	2,058 20	1,874 69	2,394 19	2,431 05	2,345 15	2,255 37	2,244 80	2,262 39	2,328 09	2,391 07	2,453 10	27,256 37
$	234,875 95	146,722 01	155,327 23	188.608 81	215.474 59	225,463 65	230.377 40	248.861 72	241.695 33	264.621 97	283.645 90	288,618 79	2.724.293 35
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons.	Tons.
Coal Tonnage, ...	152,886 $\frac{14}{20}$	74,287 $\frac{13}{20}$	83,676 $\frac{17}{20}$	98,949 $\frac{19}{20}$	120,414 $\frac{13}{20}$	136,166 $\frac{15}{20}$	153,245 $\frac{6}{20}$	155,293 $\frac{4}{20}$	148,526 $\frac{13}{20}$	157,966 $\frac{8}{20}$	172,104 $\frac{6}{20}$	179,413 $\frac{8}{20}$	1,632,931 $\frac{11}{20}$

Dr. *"Iron Foundry," Reading Depot, in account with Philadelphia and Reading Railroad Company.* Cr.

1859.					1859.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz.:—				Nov. 30.	By Sundries made during the Year, viz.:—			
"	To wages of all Founders, Moulders, Laborers, Carpenters at Flasks, &c., for year, ...			17,788 39	"	4,272 Car, Tender, and Truck Wheels, . .	lbs. 1,825,398		
"	Pig Metal, . . .	742.3	Tons.	22,898 60	"	112 Engine driving do. .	88,149		
"	Scrap Castings, . . .	1047.8	"	21,953 38	"	1,526 Chairs for Tracks, .	28,972		
"	Anthracite Coal, . .	792.	"	1,584 00	"	533 Frogs " .	251,321		
"	Wrought Iron and Steel, .	5.3	"	533 23	"	All other Castings for Engines, Cars, and Tracks, .	1,719,684		
"	Iron Castings, . . .	21.5	"	962 10			3,913,524	$2\frac{1}{4}$ cts.	$88,054 29
"	Timber and Lumber, . .	25,254	Feet.	546 18					
"	Bituminous Coal, . .	59	Bush.	7 52					
"	Hardware, . . .			132 30					
"	Firebrick, Sand, Clay, &c. .			609 95					
"	Files and Tools, . .			66 49					
"	Car Gearing, . . .			70 05					
"	Oil, ...	31	Galls.	39 76					
"	Engine Gearing, . .			37 98					
"	Flour, Leather, Charcoal, and Sundries, . .			637 39					
"	Cost of Hauling & Handling all Materials, . .			2,314 75					
				70,182 07					
"	Balance, ...			17,872 22					
				$88,054 29					$88,054 29

By balance, being difference between Cost to Company and Market Value of Product of Iron Foundry for year, $17,872 22

DR. *"Brass Foundry," Reading Depot, in Account with Philadelphia and Reading Railroad Company.* CR.

1859.					1859.		Pounds.		
Nov. 30.	To Sundries, being total expenses of every description, for 12 months, ending this date, viz.:—				Nov. 30.	By Sundries made during the year, viz.:—			
"	Wages of Brass Founder, and all assistants, for year, ...			$1,702 06	"	199 White Metal Boxes, for Cars and other Machinery, . . .	390		
"	Scrap Copper, Brass, Zinc, &c., ...	32	Tons.	11,331 15	"	All other White Metal Castings, . . .	23,685		
"	New Copper, Zinc, &c., .	20,389	lbs.	3,785 62			24,075	20 cts.	$4,815 00
"	Anthracite Coal, . .	35	Tons.	70 00	"	1,244 Brass Boxes, for Engines, Cars, and other Machinery, . . .	23,191		
"	Hardware, Files, &c., .			1 14		All other Brass Castings, .	34,470		
"	Black Lead, Pots, &c., .			108 75			57,661	29 cts.	16,721 69
"	Iron Castings, . . .	·4	Tons.	18 92					
"	Wrought Iron, Steel, and Boiler Iron, . . .	·4	"	33 38					
"	Timber and Lumber, .	631	Feet.	12 62					
"	Firebrick, Lime, &c., .			20 32					
"	Cost of Hauling and Handling all Materials, .			68 25					
				17,152 21					
"	Balance, ...			4,384 48					
				$21,536 69					$21,536 69

By Balance, being difference betweeen Cost to Company and Market Value of Product of Brass Foundry for Year, ... $4,384 48

DR. *"Steam Tilt-Hammer Shop," Reading Depot, in account with Philad. and Reading Railroad Co.* CR.

1859.					1859.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz:—				Nov. 30.	By Sundries, being total produce of Shop for year, ending this date, viz.:—			
"	To Wages of Heaters, Hammermen, and all Mechanics, & Laborers for year,			8,407 74	"	238.2 Tons of Bar Iron, hamm'rd to pattern sizes, as Engine Frames, Brake Levers, Coupling Hooks, Truck Frames, Pedestals,			
"	Scrap Wrought Iron,	408.7	Tons.	12,677 82		&c. &c.		$85	20,247 00
"	Anthracite Coal,	1,686	"	3,372 00	"	1,461 Car, Tender, and	lbs.		
"	Bituminous Coal,	1,518	Bus.	242 88		Truck Wheels,	406,801	4½ cts	18,306 04
"	Iron Castings,	8.7	Tons.	417 74	"	41 Engine Axles,	25,930	5 "	1,296 50
"	Wrought Iron, Steel, and Blooms,	140.1	"	7,538 09	"	42 Engine Tires, hooped ready for use,	38,767	11 "	4,264 37
"	Timber and Lumber,	9,496	Feet.	196 17	"	16 Engine Tires, bars,	15,800	8 "	1,264 00
"	Hardware, Files, & Tools,			6 84	"	9.4 Tons Scrap Castings,			169 46
"	Engine Gearing,			99 85					
"	Oil,	111	Galls.	149 39					
"	Firebrick, Sand, Lime, &c.			517 23					
"	Black Lead, Ropes, Packing Yarn, &c.			67 20					
"	Scrap Steel, &c.	8.6	Tons.	379 60					
"	Tallow, Cotton Waste, &c.			46 70					
"	Cost of Hauling and Handling all materials,			1,953 75					
				36,073 00					
"	Balance,			9,474 37					
				$45,547 37					$45,547 37

By Balance, being difference between cost to Company and Market Value of Product of Steam Tilt Hammer Shop for Year, $9,474 37

Condensed Table, showing the principal items of Revenue, Expense, and Working of the PHILADELPHIA AND READING RAILROAD, *from January* 1, 1843, *to November* 30, 1859.

Year ending Nov. 30.	Gross Receipts.				Total Expenses.				Tonnage.			
	Coal.	Passengers.	Merchandise.	Total.	Transportation department.	Roadway department.	Dumpage.	Total.	Tons coal.	Tons merchandise.	Tons materials.	Total.
	$	$	$	$	$	$	$	$	2,240 lbs.	2,000 lbs.	2,000 lbs.	2,000 lbs.
1843	278,840	71.895	37,927	394,318	164,549	50.374		214.923	218.711	17,534	54,787	322,125
1844	445,509	92,362	49,293	597,613	244,149	85.293		329.442	421,985	20,472	160,138	659,293
1845	886,939	103,411	60,588	1,060,381	385,492	121,228	51,095	557,815	814,279	26,039	102,408	1,046,812
1846	1.600,667	141,749	137,584	1.889,714	620,682	142.968	69.360	833,010	1,188,258	74,971	101,471	1.515,473
1847	1,698,664	156,201	136,220	2,002,946	836,077	132.780	75,827	1,044,685	1,360,681	71.718	165,493	1,770.916
1848	1,386,605	174,959	117.458	1,692,556	800.285	143.384	88,194	1,031.863	1.235.044	58,123	118,676	1,570,531
1849	1,648,900	155.908	106,347	1.933,590	666,957	140,990	75.536	883,483	1,097,762	51,204	145.503	1,429,564
1850	2,071,731	148,379	125,822	2,360,786	722,533	154,780	89,743	967,056	1,351,507	63,625	157,450	1,743.680
1851	2,018,871	152,432	123.672	2,294.975	787,484	160,569	98,842	1,046.895	1,650,270	63,807	219,731	2,145.132
1852	2,150,677	168,430	138.964	2,480.626	785,257	202,132	98,351	1,085.740	1;650,912	75,769	181,217	2,122,171
1853	2.254.694	225,763	180,612	2,688,288	782,213	178.480	87.470	1.048.163	1,582.248	107.853	174,161	2.076.197
1854	3.253,823	272.368	231,627	3.781.640	1,117,140	220.210	105,125	1.442,475	1.987.854	140.801	187.591	2.582.563
1855	3,664.095	301.952	325,851	4.291,898	1,093,195	285.643	119,021	1,497,859	2.213.292	154.384	247,478	2.909,667
1856	3,242.458	288.427	348.699	3.879,584	1,117,504	324,168	130,999	1,572.671	2.088,903	198,886	236,700	2 815,760
1857	2,412,923	322,612	329,986	3,065,522	962.576	266,588	12,103	1,241,267	1,709,692	184,617	182,512	2.326.706
1858	1,865,693	309.142	335,915	2.510.751	762,255	223.309		985.564	1,542,646	187,729	170,603	2,126,881
1859	1.883,685	365,720	474.888	2,724,293	794.011	233,578	27,260	1,054,849	1.632,932	334,609	196.104	2,405.314

Year ending Nov. 30.	Passengers.		Cost of transp'tation.			Locomotive engines.				Coal & freight cars.		Passenger cars.		State road cost.	R. R. bars used in repairs.	Wood used, Cords.	Coal used, Tons.	Oil used, galls.	Number Miles.	
	Total number.	Equal to through.	Coal per ton.	Md'se per ton.	Pass'ger through each.	Total.	Miles ran.	Aver. of coal trains.	Cost of repairs.	Total number.	Cost of repairs.	Total number.	Cost of repairs.						Main track open.	Double track.
	No.	No.	Cts.	Cts.	Cts.	No.	Miles.	Tons.	$	No.	$	No.	$	$	Tons.	Cords.	Tons.	Galls.	Miles.	Miles.
1843	56,554	26,424	46 00	66 5	38.7	39	393,192	162	13,224	1,800	14,319	14	903	14,472	2	15.555		5.797	95	10
1844	66,503	33,979	41.08	64.7	37.3	47	613,041	194	27,733	2,731	38.663	14	3,108	22,487	26	24,148		12.149	95	92
1845	63,719	33.146	37.01	75.7	43.1	54	810.285	295	29,941	3,444	48,775	14	4,112	25,869	56.6	43,218		24,684	95	93
1846	88,641	45,155	38.89	75.6	44.4	72	1,014,102	360	47,232	5,075	77.287	14	5,109	39,545	235	68,006		45,672	95	95
1847	97,463	49,604	45.84	85.9	47.2	77	1,184.272	354	74,916	5,108	119,680	16	6.427	50,374	312.2	90,717		40.565	95	95
1848	105 720	55,599	45 05	93.9	56.7	84	1,136.572	377	92.430	5,086	137,930	22	8,396	52.482	666.2	66.686		43.761	95	95
1849	95,577	49 097	43.62	82.4	66.5	86	1,047,014	372	80,764	5,086	140,763	22	6.326	38.458	521.8	50,264		28.561	95	95
1850	92,726	46.041	40.69	67.3	73.7	92	1.233,144	372	76,245	5,117	163.780	20	7,880	40.313	670.7	53.997	4,345	42.845	95	95
1851	127,590	57.593	38 54	69.2	69.9	89	1,461,772	368	97,750	5,136	153,771	28	8.445	17.587	1,045.1	61,222	9,663	44.062	95	95
1852	155,164	69.579	35.36	77.5	86.8	103	1,517,931	366	99,027	5,241	160.436	30	11,638	17.198	1,319.8	52,990	15.963	37.083	98	98
1853	211.819	92.657	35.07	76.8	62.9	103	1,466.894	384	119,696	5.476	155,531	38	8.088	21.191	1,571.5	38,376	24,971	33,456	98	98
1854	266.631	105,219	41.06	81.7	74.2	121	1.674,403	409	214,134	5,703	242,892	45	14,726	25,684	2,121.6	31,544	40,178	45.330	98	98
1855	277,617	111,822	33.61	80.01	84.49	141	1,948,225	423	201,205	5,724	205.923	54	14.389	35.734	4 985.9	28,140	52,145	52,315	98	98
1856	282.300	106,205	35.21	67.85	100.42	141	1,942,317	412	233.572	5,719	217,959	58	18,901	39.686	5,933.7	23,274	51,020	43,940	98	98
1857	291,679	107,039	36.03	68 54	70.1	142	1,707,366	411	197,833	5,755	174,550	58	13,629	34,104	4,794.	20.334	47,894	39.066	98	98
1858	285.651	104.519	27.74	62.8	73.9	142	1.570,482	422	151,493	5,634	120.260	58	12,025	25,066	4.410.	14.721	39,281	33.782	152	98
1859	379.406	126,076	23.02	47.6	96.5	144	1,702.257	436	153,337	5,695	122,283	64	16.189	11.473	3.332.	15,648	41,333	33.800	152	98

Statement of Materials on hand, November 30, 1859.

	Items.	Quantity.	Description.	Value.	Total Value.
Wood.		6,480	Cords.		$18,198 87
Oil, . . .		5,279	Galls.		3,692 11
Tallow, Lard, &c. .	Tallow, &c.	2,074	lbs.	228 14	
	Cot. Waste,	568	"	130 19	
					358 33
Anthracite Coal, . .		1,283	Tons.		2,566 00
Bituminous Coal, . .		5,034	Bush.		755 10
Wrought Iron and Steel, .	Bar Iron,	161.4	Tons.	10,644 04	
	Boiler & Sheet,	15.4	"	1,694 00	
	Steel,	24.5	"	5,299 27	
					17,637 31
Pig Iron, . . .		37.2	"		1,310 81
Iron Castings, . . .		35.8	"		1,577 29
Axles, ...	Car,	829	No.	7,224 00	
	Engine,	54	"	1,080 00	
					8,304 00
Engine Tires, . . .	Hooped,	36	"	2,280 00	
	Bar,	38	"	2,918 82	
					5,198 82
Copper and other Metals,	Copper,	10,259	lbs.	3,282 88	
	Lead,	1,249	"	87 43	
	Ant. Tin, &c.	11,752	"	1,804 58	
					5,174 89
Engine Gearing, . .	Eng. Gearing,		$	46,280 47	
	" Springs,	96	No.	768 00	
	" Tubes,		$	406 69	
					47,455 16
Car Gearing, ...	Car Gearing,		"	17,757 58	
	" Springs,		No.	820 00	
					18,577 58
Files and Tools, . .			$		20,366 28
Hardware, . . .			"		5,388 78
Paints and Oils, . .			"		1,033 49
Timber and Lumber, .		1,791,601	Ft.B.M.		24,981 31
Wheels, ...		1,364	No.		10,174 00
New Railroad Iron, . .		489.6	Tons.		25,643 44
Chairs, Frogs, and Spikes,		142.1	"		7,149 07
Sills, ...		13,925	No.		5,367 82
Scrap Wrought Iron, .		90.5	Tons.		2,988 04
Old Railroad Iron, . .		1,902 7	"		72,660 67
Scrap Cast Iron, . .		242.8	"		5,439 18
Scrap Steel and other Metals, . . .		14.8	"		4,839 30
Horse Feed and Stable Furniture, . . .			$		1,350 59
Sundries, Ropes, Blocks, &c.			"		1,900 59
Stone, Lime, &c. . .			"		1,911 22
Workshop Account, .			"		6,889 79
Total value of Materials on hand, ...					$328,889 84

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Railroad Company, held January 9, 1860, *the following Resolutions were adopted:—*

Resolved, That the Report of the Board of Managers, this day presented and read, be, and the same is hereby accepted, approved, and adopted.

Resolved, That the Board be, and they are hereby authorized, in their discretion, to carry into effect any of the measures proposed in their Report.

Resolved, That the Board are hereby authorized to enter into such contracts as they may deem advisable for working connecting roads.

Resolved, That the mode of adjusting the Bonds due July 1, 1860, proposed by the Managers, is hereby ratified and confirmed, and they are requested to take such measures as they may deem proper to carry the same into effect.

Resolved, That the Board of Managers are hereby authorized to make the extension from Harrisburg to Dauphin, and adopt such measures to secure the prompt completion of the same as they may deem proper.

Resolved, That the sum of $140,000 of the future net profits of the Company, after payment of the sum necessary for the extension of the Bonds due in 1860, the completion of the Road to Dauphin, the Car Loans, the necessary Rolling Stock and improvements on the line of the Road, and all the liabilities of the Company, except the Bonded Debt not matured, be set aside in each year as a Sinking Fund (in addition to the $150,000 already provided), and shall be appropriated to the purchase of such of the Bonds of the Company for which no Sinking Fund is already provided and established, in the order of the priority of the Mortgages given to secure such Bonds, so long as they can respectively be obtained at or under par, and the Bonds so purchased shall be forthwith canceled.

Resolved, That inasmuch as the Sinking Fund provided by the foregoing resolution will appropriate the profits of the Company, to the extent named, in liquidation of debts, therefore

Resolved, That an amount of Common Stock be created annually, in lieu of the sum thus appropriated, equal to the par value of the securities so purchased and cancelled. The Stock so to be created and issued shall be distributed annually, at par, to the Preferred Stock, if or to the extent that the profits shall not be adequate to the payment of the Dividends due to such Stock in cash, but if so sufficient, then to the Common Stock, until the rate of Dividend thereon equal that of the Preferred Stock, and any surplus thereof to Preferred and Common Stock, according to the rights of the holders thereof respectively.

Resolved, That the Board of Managers be, and they are hereby requested and directed to enter into such an agreement as shall make the provisions in the foregoing resolutions an obligatory and binding contract of the Company.

Resolved, That the matter of closing the Stock Agencies in New York and in Boston be, and the same is hereby referred to the new Board.

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Railroad Company, held January 9, 1860, *the following gentlemen were unanimously elected Officers for* 1860 :—

PRESIDENT.

Asa Whitney.

VICE-PRESIDENT.

J. Dutton Steele.

MANAGERS.

J. Dutton Steele,
A. E. Borie,
Chas. Macalester,
William Sellers,
Robert Kelton,
Chas. E. Smith.

TREASURER.

S. Bradford.

SECRETARY.

Wm. H. McIlhenney.

READING, Dec. 13th, 1859.

R. D. CULLEN, ESQ., President Philada. and Reading Railroad Co.

DEAR SIR: I have your letter of the 7th inst., and most cheerfully comply with your request mentioned therein.

We have been burning anthracite coal in some of our locomotives for the past twelve years, and for five years in all the engines employed in coal transportation, hauling with them trains of 500 tons, exclusive of the weight of cars, and are now burning anthracite coal in all the locomotives on passenger, freight, and coal trains, employed on the main line of the road, and in all the engines employed on the lateral roads, except the two passenger engines on Lebanon Valley Branch, and one running the Reading Accommodation Train, and one on the Chester Valley Railroad, burning wood.

There are now on the road,

4	First class	Anthracite coal burning	Passenger Locomotives.
1	Second "	"	" "
88	First "	"	Coal and Freight "
3	Second "	"	" "

These engines are much easier managed than wood-burners, and a much more uniform pressure of steam can be kept on them, as they are all provided with variable exhausts, under the control of the engineer, who can increase or diminish the draft at pleasure. To fire these engines requires much less labor than wood-burners, as it is not necessary to fire oftener than at intervals of forty minutes, and sometimes double that time may elapse without further attention than occasionally to clean out the cinder and ashes between the grate-bars. The best fireboxes for burning anthracite coal are those with the largest grate area. The first four large engines for burning this fuel, built by Ross Winans, Esq., of Baltimore, and placed on the road in 1847, had fireboxes six feet three

inches long, by two feet ten inches wide, giving a grate area of 17·68 square feet; these engines did not make steam freely, and had to be run with a small exhaust, and in consequence produced a very strong draft, and threw a great deal of coal out of the chimney. The next five engines built by Mr. Winans for this Company, were placed upon the road in 1850 and 1851, and were different from the four built by him in 1847; they are what is commonly called the "Camel" engine, having a large dome and house on top of the boiler for the engineer, their fireboxes being five feet two inches long, by three feet six inches wide, giving a grate area of a little over eighteen square feet; they were also deficient in making steam, but gave much better results than the first four. The engines that have been placed on the road within the past seven years, also built by Mr. Winans, have fireboxes seven feet long and three and a half feet wide, making a grate area of 24·5 square feet, and perform very satisfactorily. One of the difficulties we have had to contend with in the use of anthracite coal as a fuel for locomotives has been the necessity of using an inferior quality of coal for the purpose of preventing the cast iron grate-bars from melting, as it makes a great deal of cinder and ashes, which, when once formed on the grate-bars, protects them from the immediate action of the fire, and the firemen have to be very careful in cleaning the grate-bars, that they do not get so much of it out as to bring the hot coals in contact with the bars and melt them down, and being compelled to use this inferior coal has made the consumption appear more than it really should be.

The best coal could not be used in our locomotives with any certainty of success, until water grate-bars were substituted for cast iron; in fact, it was looked upon as a bad article for the purpose, because it would melt the cast iron grate-bars; but the water grates have shown that it is far preferable, as it not only takes less of it to perform a trip, but there is less required on the grate at a time, and the fire being thinner, a larger exhaust can be used, and consequently a much milder draft is produced; no fire is thrown from the chimney, and the increased area of the exhaust relieves the back pressure on the pistons, and thereby increases the power of the engine.

In using the best anthracite coal in our passenger engines fitted with water-grates, I have seen the fire run down so low, when near the ends of the road, that a portion of the grate bars would be bare. And I have no hesitation in saying, that, with a properly constructed boiler, fitted with water-grates, and the use of good anthracite coal, all classes of locomotives, both passenger and freight, can be used with as much reliance as to their performances, both as to speed and power, as engines

burning wood or any other fuel; and that a more uniform pressure of steam can be maintained on them, than any wood-burning passenger or freight engines that have been on our road for the past eleven years. It is, however, a matter of experiment with us now, to know what is the best material for a firebox, and the proper shape to put it in, for service with anthracite coal. In the fireboxes of Winans' engines, having a grate seven and a half feet long, and three and a half feet wide, with *vertical* side-sheets, we have been using copper, three-eighths of an inch thick; this, however, would not last more than about eighteen months, running about 25,373 miles, when the boilers had the entire back end of the firebox open, with two upper and one lower door to close when in use, and cast iron grate-bars.

In this kind of a firebox, the side-sheets would be worn down in places to not more than a sixteenth of an inch thick; and in others, it would retain nearly its original thickness, but from what cause I am not able to say; but probably from mechanical action, as the thin places are generally found about where the coal would strike the side-sheets when thrown in with a shovel. To remedy this wearing away of the side-sheets, I put in a harder material, iron; but it does not last so long as copper placed in a vertical position, as it appears to become very much overheated, and cracks vertically, showing a crystalline fracture, which, I have no doubt, is caused by the absence of water on the opposite side of the sheet from the fire.

The steam generated on the side next to the water (in consequence of the sluggishness of the circulation, if any, in this part of the boiler), remains there in contact with it, and as it will not take up heat with as much facility as water, allows the iron to become too much overheated, and the first strain that comes upon it in the way of unequal expansion or contraction, causes it to crack; but copper being a more ductile material, is not affected in the same way, but becomes softer by the frequent heating and cooling, and therefore appears to be the best material of the two, for this kind of firebox.

I closed up one-half the open end firebox by putting a water back that took up one-quarter of the opening on each side of the firebox, leaving one-half the area of the end open from top to bottom; the lower half of the opening was closed by a grate door, which serves to admit air to the coal in that part of the furnace that would not be supplied with air if a solid door was used, and also for the purpose of inserting a slice-bar to break up the cinder on the grate. The upper half of the door is used for firing, and consists of two plates of cast iron, the inner one about two inches from the outer, leaving a space between, that was sup-

plied with air through holes bored or cast in the outside plate; which air protects the inner plate to some extent from the heat, and also supplies air to ignite the gases, and not to allow them to pass from the furnace unconsumed.

This arrangement of doors increases the durability of the side-sheets, and engines whose boilers have been thus fitted, have run an average of 29,391 miles before the sheets required replacing.

To introduce the water-grates, I was compelled to close the back end of the firebox, leaving an oval door for firing, the same as in the ordinary wood-burning boilers, but with a number of small holes in the inner plate of the door, and larger in the outer; and in some of the boilers, I have put hollow stay bolts, with an opening about one-quarter inch in diameter, in the back end of the fire-box. The side-sheets in the first boiler fitted with water-grates and closed back end, run 39,254 miles; and as this is the only one that wants the side-sheets renewed, I have no doubt as good results will be had from others fitted in the same way. I have now on trial, in a boiler with vertical sides, and same sized firebox as before mentioned, with closed back, and side and end sheets five-sixteenths of an inch thick, made of Mr. Clay's homogeneous steel, which is doing well; it has run 14,381 miles. Most of the fireboxes of the boilers of engines we have built in our own shops, and of those we have made to take the place of wood-burning boilers, differ somewhat in shape from those I have mentioned, and have a combustion chamber attached, extending from eighteen to thirty-six inches into the cylindrical part of the boiler; and some of the fireboxes are much wider than they are long at the bottom, which makes the side-sheets incline towards the fire. Iron has been used in all these with one exception, which is five feet long and five feet wide, making a grate area of twenty-five square feet. In this I put copper side-sheets, to ascertain if the shape had any influence on the wear. The experiment showed that copper would last longer in this shape with cast iron grate-bars, and the back end partly open, as they lasted to run 38,292 miles, while those with back end partly open run but 29,391 miles.

The iron sheets, however, in other fireboxes, with inclined sides, show that this plan of constructing is much the best, as the side-sheets show little or no wear, and are not much thinner when taken out than they were originally, and the only cause for removing them arises from imperfect welding of the iron, which gives rise to blistering and cracking around the staybolts, so as to cause leaks; but they last much longer than the copper sheets in the vertical sides, and have run an average of 59,866 miles.

I think, from an experiment with an iron sheet in a firebox with vertical sides, that I have hit upon a plan that will prevent the radiating cracks around the staybolts. It is to indent the sheet at the hole the staybolt passes through, a little more than will receive the riveting of the end of the staybolt; this places the iron in such a shape in the sheet as to allow it to spring, when the expansion of the sheet and staybolt takes place. The experiment clearly shows an advantage from the indentation, as the opposite sheet, in the same firebox, is cracked and leaks, whilst the staybolts in this are as perfect as the day they were put in, never having leaked at all, after having been in operation since October, 1858, and ran 22,388 miles.

The most durable firebox for burning anthracite coal we have had on the road is of iron, in a small boiler of one of our light engines, built by the Company, about eight years since, and has been but a few months replaced with a new one. It is four feet five inches long, and three feet seven inches wide, making a grate area of 15.82 square feet. The side-sheets, being smaller than in the large engines now in use in our coal trade, were made direct from the bloom, and are consequently homogeneous; the flue sheet was also set back from the firebox about eight inches. It ran 168,588 miles, but I have not included it in the average number of miles ran by our engines with iron fireboxes.

RECAPITULATION.

Average number of miles ran with iron firebox sheets, .	59,866
Average number of miles ran with copper firebox sheets, open end, ...	25,373
Average number of miles ran with copper firebox sheets, half closed, ...	29,391
Average number of miles ran with copper side-sheets, closed end, and water-grates, ...	39,254

Cost of Renewing the Copper Firebox Sheets.

Labor "per contract,"	$100 00
870 lbs. copper, ...	278 40
635 lbs. boiler iron, ...	31 75
165 lbs. rivets, ...	11 55
273 lbs. staybolts, ...	21 84
49 ft. hollow bolts, ...	10 87
Carried forward, . . .	$454 41

Brought forward, . . .		$454 41
Cr.		
By 530 lbs. old copper, . . .	$106 00	
By 881 lbs. scrap iron, . . .	11 75	
		$117 75
Balance,		$336 66

Cost of renewing Iron Firebox Sheets.

Labor, ...	$100 00
1095 lbs. boiler iron, ...	54 75
165 lbs. rivets, ...	11 55
273 lbs. staybolts, ...	21 84
49 ft. hollow bolts, ...	10 87
	$199 01
Cr.	
By 1190 lbs. scrap iron, ...	15 87
Balance,	$183 14

The consumption of fuel by our coal train engines, with a train of 100 loaded cars, with five tons per car, and 110 empty cars up, is on an average in the round trip of 190 miles, 9 tons of coal.

The performance of our anthracite coal-burning passenger locomotives, I think, will compare favorably with locomotives using wood or bituminous coal on other roads.

Annexed please find a statement of the performance of one of them, and it may be as well to state, that the engineer and firemen of this engine never run a coal-burner before, and had not been on this more than a month when the experiment was made, having been taken off a wood-burning passenger engine, and I have not the least doubt, but a better result can be shown under similar circumstances, in future.

I would also call your attention to the performance of the Phœnix, the pushing engine at the Falls grade. This engine burns anthracite coal, is an eight wheel connected engine, and weighs 70,700 lbs., and is doing the work that required two eight wheel connected wood-burning engines, weighing 52,192 lbs. each.

The number of engines that have been changed from wood to coal-burners, and the miles ran by each up to the 30th of Nov. 1859, will be found in the following statement.

None of these engines have had new fireboxes, or firebox sheets put in their boiler since they commenced burning coal.

Very respectfully,

JAMES MILLHOLLAND

Statement of the Number and Names of Wood-burning Engines that have been changed to Anthracite Coal-burners; when done; the number of Miles ran, and the Duty these Engines are doing.

Names of Engines.	When altered to Coal-burners.	No. of Miles Ran.	
Allegheny, . . .	. . . . .	168,588	Freight Train Main Road.
Gowen and Marx, .	January, 1855,	25,385	
Tuscarora, . . .	June, 1855,	28,708	Assorting at Reading.
Shamokin, . . .	November, 1855,	43,969	Running at Palo Alto.
Empire, ...	February, 1856,	35,363	Pusher, Richmond Wharves.
Mahanoy, . . .	June, 1856,	56,045	Work on Lateral Roads, Coal Region (on grades over 100 feet to the mile).
Amazon, ...	June, 1856,	54,182	" " " " "
Yorktown, . . .	November, 1856,	51,701	" " " " "
Columbus, . . .	November, 1856,	31,782	" " " " "
Rio Grande, . . .	June, 1857,	35,020	City Coal Trade, Philadelphia Branch.
Carolina, ...	June, 1857,	41,626	Work on Lateral Roads, Coal Trade (on grades over 100 feet to the mile).
Missouri, ...	July, 1857,	35,049	" " " " "
New York, . . .	August, 1857,	30,722	" " " " "
Manatawny, . . .	May, 1858,	27,011	Passenger Train, Valley Railroad.
Black Diamond, .	May, 1858,	32,590	Freight Train, Lebanon Valley Branch.
Texas, ...	June, 1858,	38,457	Freight Train, Main Line.
New England, . .	August, 1858,	30,540	" "
Warrior, ...	October, 1858,	31,386	" "
Oregon, ...	December, 1858,	14,098	Freight Train, &c.
Pacific, ...	May, 1859,	7,364	" "
Ontario, ...	. . . . .	. . . .	Assorting Cars at Harrisburg.

REPORT

OF THE

PRESIDENT AND MANAGERS

OF THE

PHILADELPHIA AND READING RAILROAD CO.

TO THE

STOCKHOLDERS,

January 14, 1861.

PHILADELPHIA:
MOSS, BROTHER & CO.,
430 MARKET STREET.
1861.

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PRESIDENT.

Asa Whitney.

VICE-PRESIDENT.

J. Dutton Steele.

MANAGERS.

J. Dutton Steele,
A. E. Borie,
Chas. Macalester,
William Sellers,
Robert Kelton,
Chas. E. Smith.

TREASURER.

S. Bradford.

SECRETARY.

Wm. H. McIlhenney.

TO

THE STOCKHOLDERS

OF THE

Philadelphia and Reading Railroad Company.

In obedience to the Charter, the Managers submit the following

REPORT,

Showing the receipts and expenditures for the year ending November 30th, 1860, with the Treasurer's general balance sheet, exhibiting the financial condition of the Company at that date.

TRANSPORTATION AND INCOME ACCOUNT FOR 12 MONTHS ENDING NOVEMBER 30, 1860.

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.			DR.	CR.
			Receipts of the Road.			
			Travel 385,304, equal to 129,978 through Passengers, .			$333,359 44
			Freight on Merchandise, 499,727 02.10 Tons, . .			599,619 88
			Freight on Coal, 1,878,156 05.20 Tons @ 1 23 96 cts., .			2,328,157 52
			United States Mail, ...			19,618 00
			Miscellaneous Receipts, ...			31,791 37
						3,312,546 21
			Working Expenses:			
			Running Account.			
			Fuel, Wood, 10,560 Cords, . . .	$27,341 20		
			Cutting, Loading, &c., ...	14,436 37		
					$41,777 57	
			Coal, 51,703 Tons Anthracite, ...		85,121 38	
			Oil 43,923 Gallons, ...		33,058 74	
			Tallow, Lard, Grease, and Cotton Waste, . . .		6,320 25	
			Wages of Engineers, Firemen, Conductors, and all hands,		179,393 53	
			Tolls paid City Railroad, &c., ...		1,946 50	
			Hauling Expenses on Broad Street, ...			
			Hauling and assorting Cars at Schuyl. Haven,	12,748 89		
			Do do. do. Richmond,	17,819 38		
			Do do. do. Port Carbon,	13,147 81		
					43,716 08	
			Paid for Coal lost by accidents, ...		1,347 01	
			Do. Use of Private Cars, ...		22,565 25	
$240,080 66	$107,875 67	$80,710 67	Do Sundries, Telegraph, Water Rents, &c., . .		13,420 69	
						428,667 00
			Workshop Account.			
			Wages of all Machinists, Blacksmiths, Carpenters, &c., ...		215,272 90	
			Bar Iron, Steel, Blooms, &c, ...		22,841 16	

			Pig Iron for Foundry,		10,762 08		
			Copper, Spelter, Tin, Lead, &c.,		11,443 35		
			Timber and Lumber,		14,473 01		
			Coal used in Shops, Anthracite,	8,919 57			
			Do. do. Bituminous,	1,780 02			
					10,699 59		
			Wheels, Axles, and Tires, made at Iron Foundry and Tilt-Hammer Shop,		32,749 96		
			Hardware, Paints and Oils, Leather, Stone, Lime, and Repairs of Tools,		10,500 87		
			Sundries, Patents, &c.,		3,843 81		
					332,586 73		
			Repairs of 145 Engines,	158,375 75			
			Do. 4,678 Coal Cars,	112,081 15			
			Do. 918 Merchandise Cars,	35,335 84			
			Do. 64 Passenger Cars,	16,850 11			
			Work at Depots, Stationary Engines, Wood Cutting, &c.,	9,943 88			
				332,586 73			
239,462 40	63,191 53	29,932 80				332,586 73	
			Depot Account.				
			Wages of all hands,		35,513 58		
			Do. Watchmen,		21,201 34		
			Pumping Water, Coal, Materials, and Horse Hire,		10,251 93		
38,617 56	22,322 28	6,027 01				66,966 85	
			Superintendence Account.				
			Salaries of all Officers, Agents, &c., on the Road,		51,995 83		
			Stationery at all Depots and Offices do.		11,658 64		
			Contingent Expenses, Law, Travelling, Advertising, Stationery, Salaries, &c., Phila. Office,		74,474 31		
96,360 01	25,519 88	16,248 89				138,128 78	
			Lateral Railroads Expenses.				
4,359 75	660 41	141 81	Salaries and other Expenses,			5,161 97	
618,880 38	219,569 77	133,061 18	Carried forward,			971,511 33	3,312,546 21

TRANSPORTATION AND INCOME ACCOUNT—*Continued.*

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.				DR.	CR.
618,880 38	219,569 77	133,061 18	Brought forward,			971,511 33	3,312,546 21
			Roadway Department.				
			For Repairs and Renewal of				
			ROADWAY, 356 miles, Single Track.				
			Raising and Repairing Tracks,	$53,734 08			
			Ballast and Broken Stone,	10,124 51			
			Clearing Side Ditches,	4,682 73			
			Walls and Embankments,	5,824 91			
			82,040 Sills and Creosoting,	34,580 53			
			Timber and Lumber,	3,166 38			
			Spikes and Nails,	4,937 81			
			Chairs,	10,639 42			
			Frogs,	7,027 69			
			Switches,	5,021 01			
			Sidings and Coal Shutes,	6,408 21			
			Tools and Hardware,	4,624 32			
			Oil and Sundries,	3,555 78			
85,170 69	32,864 20	36,292 49			154,327 38		
			BRIDGES.				
			Stone Bridges,	1,602 70			
			Iron Bridges,	366 25			
			Wooden Bridges,	2,753 41			
			Farm and Road Bridges,	2,373 58			
4,494 09	1,419 19	1,182 66			7,095 94		
			BUILDINGS.				
			Passenger and Freight Depots,	7,377 05			
			Engine Houses,	307 83			
			Water Stations and Wood Sheds,	3,140 84			
			Turning Platforms,	258 69			

			Workshops,	60 20		
			Dwelling Houses,	959 97		
7,666 23	2,420 92	2,017 43			12,104 58	
			MACHINERY.			
			Standing Machinery,	3,301 33		
			Labor in Yards,	4,168 82		
			Expenses of all Engines used in this Departm't,	16,046 43		
15,453 75	4,703 32	3,359 51			23,516 58	
			RICHMOND WHARVES.			
			Trestle Work,	3,735 77		
			Replanking,	7,167 91		
			Shutes,	1,488 40		
			Tracks and Switches,	721 49		
			Docks and Wharves,	6,141 87		
19,255 44					19,255 44	
			POLICE.			
			Watchmen at Bridges,	4,426 00		
			Do. Stations,	2,275 72		
			Do. Tunnels and Crossings,	3,679 00		
6,955 21	1,868 40	1,557 11			10,380 72	
			SUNDRIES.			
			Clearing Ice and Snow,	461 08		
			Repairing Telegraph,	3,661 37		
			Law and Travelling Expenses,	14 47		
			Coal,	842 38		
			Superintendence, &c.,	7,440 73		
9,019 91	2,184 43	1,872 22	Sundries,	686 53	13,106 56	239,787 20
766,925 70	265,030 23	179,342 60	Or 1.37.98 cents per through Passenger.			
		265,030 23	" 53.06 " " Ton Merchandise.			
		766,925 70	" 40.83 " " Ton Coal.			
		1,211,298 53	Total Expenses, Working and Repairing the Road and Machinery, Carried forward,			1,211,298 53 3,312,546 21

TRANSPORTATION AND INCOME ACCOUNT—*Continued.*

			DR.	CR.
Brought forward,			1,211,298 53	3,312,546 21
Drawbacks and Allowances.				
Dumpage,	$104,454 60			
Freight on Missing Coal,	4,851 35			
Errors in Freight and Tolls Bills,	1,727 52			
		$111,033 47		
Motive Power on Lateral Railroads,		5,676 24		
Rents and Ground Rents,		31,414 10		
State, County, and City Taxes,		13,609 74		
Profit and Loss, Interest, Damages, &c.,		32,649 95		
Rent of Coal and Merchandise Freight Cars,		34,099 77		
Insurance Account,		14,167 50		
			242,650 77	
				1,453,949 30
Net Profit for the Year,				1,858,596 91
Interest on Bonded Debt.				
Coupons due 1st April, 1860, 1½ per cent. on 1850 and 1870 Bonds, $3,103,600, 3 months, @ 1½ per cent.,		46,554 00		
Coupons due 1st July, 1860, on 1860 and 1886 Bonds,				
6 per cent. Bonds, $6,264,300 @ 3 per cent.	$187,929 00			
5 do. do. 705,600 @ 2½ do.	17,640 00			
7 do. do. 1,500,000 @ 3½ do.	52,500 00			
		258,069 00		
Coupons due 1st October, 1860, on 1850 and 1870 Bonds, $3,103,600, @ 3 per cent.,		93,108 00		

Coupons due 1st January, 1861, on 1860, 1867, 1880, and 1886 Bonds,				
6 per cent. Bonds, ...	$6,264,300 @ 3 per cent.	187,929 00		
5 do. do. pr. Rpt. Nov. 30, '59, $705,600				
Less, bought with Sinking Fund, . . 76,800				
	628,800 @ 2½ per cent.	15,720 00		
7 per cent. Bonds, ...	1,500,000 @ 3½ do.	52,500 00		
			256,149 00	
Coupons due 1st April, 1861, on 1850 and 1870 Bonds, $3,103,600 3 mo's @ 1½ per cent.			46,554 00	
Total Interest on Bonded Debt for 1860, ...				700,434 00
One Year's Interest on Bonds and Mortgages, per Report Nov. 30, 1859, $520,450				
Less, paid off this year, 9,000				
	$511,450 @ 6 per ct. . .			30,687 00
Total Interest for the Year, ...				731,121 00
Renewal Fund.				
5 cents per 100 Tons on 465,224,483 Tons transported 1 mile during 12 months ending November 30th, 1860, ...				232,612 24
				963,733 24
Dividend Fund for the Year,				894,863 67
Which has been disposed of as follows:				
Sinking Fund, Loan 1836–60, ...		$25,000 00		
Sinking Fund, Loan 1849–70, ...		75,000 00		
Sinking Fund, Loan 1856–86, ...		50,000 00		
			150,000 00	
State Tax on Capital for 1860, ...			16,828 02	
Bonus, &c., on 1860 Bonds extended, ...			385,531 83	
Dividend on Preferred Stock, 7 per cent. on $1,551,800, ...			108,626 00	
Accrued Interest on Reserved Dividends Preferred Stock, ...			16,554 60	
				677,540 45
Balance of Dividend Fund, 1860,				217,323 22
Add Reserved Fund of 1859,				208,581 64
Total Reserved Fund,				$425,904 86

Prior to the opening of navigation last spring, negotiations were commenced between the parties in interest,—miners, carriers, and principal dealers,—to establish, as near as practicable, the prices of coal, and the charge for transporting it to tidewater, which were so far successful as to nearly equalize, as was desired, the production between the several sources of supply. The opening prices have been maintained, and a moderate increase obtained as the season advanced, which has closed without a large supply on the market.

The accompanying tabular statements in detail for each branch of traffic, show the comparative results with those of the preceding year:

	1859.		1860.		
Travel,	126,076 Pass'rs,	$318,846	129,978 Pass'rs,	$333,359	Inc. $14,513= $4\frac{6}{10}$
Merc'se,	334,609 Tons,	474,888	499,727 Tons,	599,620	" 124,732=$26\frac{3}{10}$
Coal,	1,632,932 "	1,883,685	1,878,156 "	2,328,158	" 444,473=$23\frac{6}{10}$
Mail,		19,618		19,618	
Miscellaneous,		27,256		31,791	" 4,545=$16\frac{6}{10}$
Gross Receipts,		2,724,293		3,312,546	" 588,253=$21\frac{5}{10}$
Gross Expenses,		1,478,478		1,686,562	
Net Profit,		$1,245,815		1,625,984	" 380,169

Gross Expenses of 1859 were $54\frac{27}{100}$ of Gross Receipts.
" " 1860 " $50\frac{88}{100}$ " " Decrease, $3\frac{39}{100}$.

The receipts and expenses for each, per passenger and per ton, have been as follows:

	1859.			1860.		
Per Passenger,	Cost $1	$52\frac{7}{10}$	Rec'd $2	$52\frac{9}{10}$	Cost $1	38	Rec'd $2	$57\frac{5}{10}$
Merchandise, per Ton,	"	$74\frac{7}{10}$	" 1	$41\frac{9}{10}$	"	53	" 1	$19\frac{9}{10}$
Coal,	"	$42\frac{3}{10}$	" 1	$15\frac{3}{10}$	"	$40\frac{8}{10}$	" 1	$24\frac{9}{10}$

A portion of the decrease, both in *cost* and *receipts* per ton of *merchandise*, is due to a considerably increased quantity of bituminous coal from Broad Top, by the Lebanon Valley Branch, to Port Richmond, included in that account.

The result of the year's business, as condensed from Transportation and Income Account, may be stated thus:

Gross Receipts,	$3,312,546 21
Deduct working expenses, including Renewal Fund,	1,686,561 54
Profit, or receipts over cost of working the road,	$1,625,984 67

From which deduct interest on		
Bonded debt, ...	$700,434 00	
Bonds and Mortgages, . . .	30,687 00	
		731,121 00
Leaving for net profit or Dividend Fund, . . .		$894,863 67
Which sum is reduced this year by the extraordinary expenditures for extending 1860 bonds, amounting to		385,531 83
Thus leaving only		$509,331 84
This has been credited as follows:		
Sinking Funds, ...	$150,000 00	
State Tax on Capital, . . .	16,828 02	
Dividend on Preferred Stock, . .	108,626 00	
Accrued interest on previous Preferred Stock Dividends not paid, . .	16,554 60	
		292,008 62
Balance carried to Reserved Fund, 1860, . . .		$217,323 22
Amount to credit of Reserved Fund, 1859, per Report of Nov. 30, 1859, .	$228,069 03	
Out of which has been paid taxes on real estate, and sundry drawbacks on traffic for 1859, ...	19,487 39	
		208,581 64
Total Reserved Fund, ...		$425,904 86

It thus appears that, after charging the current business of the year, with all legitimate expenses of working the road, and interest on the bonded debt, there remained surplus net profits $894,863 67, which is 7¾ per cent. on all the outstanding stock, common and preferred. The Managers are gratified in being able to exhibit these evidences of the continued increase of income from each branch of business, and the decreased expenses in each department.

The report of the Engineer and Superintendent, with accompanying tabular statements appended, will exhibit each of these items more in detail.

The charges during the year to Construction or Capital Account are as follows:

Land damages on Lebanon Valley Road,	$29,253 08	
Second Track " "	6,610 59	
		35,863 67
New Passenger Depot and Real Estate at Broad Street, Philadelphia, ...		54,887 79
Real Estate at other Stations, ...		301 33
		$91,052 79

There are still a few unsettled claims for land damages on the Lebanon Valley Road.

The enlargement of depot accommodations at Broad Street, Philadelphia, rendered necessary by the increase of business, has not only given the additional facilities desired, but has also considerably diminished the expense of conducting the passenger and merchandise traffic at that station. The former depot at Broad and Cherry Streets, which was quite inadequate for the business, has been vacated, and leased at an annual rent more than sufficient to pay the interest on the cost of the additional facilities referred to at the new Broad Street Depot.

A detailed statement of the Renewal Fund Account is appended. It will be observed that the usual deduction from Income Account for this fund, has been sufficient to maintain the tracks, buildings, bridges, engines, cars, &c., and has an unexpended balance to its credit of $66,102 62 applicable to the same purpose in the future.

The business of the Lebanon Valley Branch continues to increase regularly in a very satisfactory ratio, as is more particularly stated in the report of the Superintendent. A large portion of the increased revenue on this Branch, is derived from the transportation of semi-bituminous coal from Broad Top. This traffic has attained a magnitude sufficient to warrant special arrangements for conducting it. The Managers have, therefore, made an agreement with the Pennsylvania Railroad Company for the construction of 300 eight-wheeled coal cars, at the joint expense of the two Companies, which are to be exclusively appropriated to that trade.

An agreement between this Company, the Pennsylvania Railroad Company, and Schuylkill and Susquehanna Railroad Company, for the temporary joint use of their respective roads between Dauphin and Harrisburg, has rendered unnecessary the expenditure for extending the road from Harrisburg to Dauphin, as authorized by the stockholders at their last annual meeting.

As it is evidently the interest of all the parties that some such arrangement should be permanently established, the Managers see no good reason why the proposed expenditure may not be entirely avoided.

In November, 1854, the Managers entered into an agreement to lease, with the right of purchase at their original cost, such an additional number of coal cars as the rapidly increasing coal trade then seemed to demand. The parties with whom this agreement was made furnished $149,250, which sum was invested in 610 four-wheeled and 100 eight-wheeled coal-cars. They were held by a deed of trust to secure the payment of their cost, and rent, equal to 20 per cent. thereon, payable 10 per cent. half yearly. This Company was to perpetuate and keep them in repair, reserving the right to pay off the original sum in-

vested at any time before maturity, by giving the loanholders four months' notice of such intention.

In view of the high rent the Company was paying for the use of these cars, and its financial condition being such as to enable it with safety and advantage to become the owner instead of lessee as heretofore, of the cars in question, the requisite notice to each loanholder was duly given, that this Company would pay at its office in this city, on the 5th of January, 1861, the whole amount thus invested in coal-cars, with all unpaid accrued rent, and that no rent would be allowed after that date. This has been done; the purchase-money and accrued rent paid, and the cars are now the property of the Company.

In August, 1856, a somewhat similar arrangement was made, whereby $99,900 was invested in 104 box and 75 platform cars. They were also held by a deed of trust to secure the payment at maturity of the sum named, and rent equal to 15 per cent. per annum thereon, payable 7½ per cent. half yearly. This principal may be paid off at any time by giving four months' notice, in the same manner as in the coal-car loan above referred to. This was a joint transaction between the three rail-road companies owning and operating the line of road between Philadelphia and Elmira, in the ratio for each as its length bears to the whole distance, 275 miles. The distance from Philadelphia to Port Clinton, where the through line diverges from this Company's road, is 78 miles, which gives for its portion of the cost $28,335 27, that being $\frac{78}{275}$ of the whole amount.

Notice has been given to the two other parties jointly interested in this transaction, that this Company desires to make the payment immediately, and negotiations are now pending for the accomplishment of that object, which, it is believed, will be concluded at an early day. The rent thus payable by this Company under both these arrangements, and which has been regularly met, amounts annually for the last mentioned cars to $4,250 30

And for the coal-cars to 29,850 00

$34,100 30

This sum has uniformly been charged to transportation account as an element of expense incident to the current business.

In the last Annual Report the Managers recommended the extension of the time of payment of the bonds maturing July, 1860, which recommendation was ratified and confirmed by a resolution passed by the stockholders at their Annual Meeting, held January 9, 1860. Upon January 25, 1860, the Board of Managers, in exercise of this authority, offered a bonus of 10 per cent. to the holders of these bonds for an extension of twenty years.

The holders of the 5 per cent sterling bonds declined to extend them for twenty years for the same bonus that was offered for extending the 6 per cent., payment of the latter being essentially as well secured as the former.

On being thus informed by the Company's agents in London (where the sterling bonds are mainly held), the Managers authorized an alteration of the terms of extension of these bonds, by substituting *seven* for twenty years, for a bonus of 10 per cent., and to increase the bonus from 10 to 15 per cent. to those consenting to extend for twenty years. With these modifications, all the outstanding bonds of this class have been extended thus:

Extended for twenty years, . . .	$192,000	
" " seven " . . .	436,800	
		$628,800
Purchased for sinking fund, and cancelled, . .		76,800
There have also been extended for twenty years all the 6 per cent. sterling bonds, maturing in 1860, amounting to, ...		988,800
And in like manner of 6 per cent. dollar bonds, .		1,683,500
Leaving of the dollar bonds *not extended*, not having been presented for payment or extension, . .		5,500
Total amount outstanding, Nov. 30, 1859, as per last Annual Report, ...		$3,383,400

The cost of extending these bonds, for bonus, commissions, &c., has been $385,531 83, all of which has been paid and charged to income account, which reduces thus much the available net income for the year.

Inasmuch as the extension of the bonds due in 1860 rendered unnecessary the use of those due in 1886, intended and reserved for the purpose of meeting the bonds now extended, and which were intended to be secured by the mortgage made in 1857, a covenant has been executed and recorded, limiting the amount of the bonds secured by the mortgage of 1857 to $3,586,500. All the unissued bonds secured by this mortgage have been cancelled.

The Board of Managers have also executed and recorded the necessary contract for the creation and application of the sinking fund, for which provision was made at the last Annual Meeting, and in accordance with the express direction of the stockholders then given.

The large bonus paid for extending the bonds due in July last, naturally suggests the inquiry, whether some system cannot be devised by which such losses can be avoided in future.

The existing loans and sinking funds are as follows:

1,	due July 1,	1867,	$438,300,	at 5 per cent. int.	sinking fund $25,000 per annum.
2,	" "	1880,	192,000,	" 5 " "	
3,	" "	1870,	3,103,600,	" 6 " "	" " 75,000 " "
4,	" "	1880,	2,676,300,	" 6 " "	" " 140,000 " " after 1861
5,	" "	1886,	1,500,000,	" 7 " "	" " 50,000 " "
6,	" "	1886,	3,586,500,	" 6 " "	" none, except any surplus that may remain from the sinking fund of $140,000 per annum after the bonds due in 1880 are liquidated.

By the terms of these sinking funds, the bonds, when purchased, are cancelled, and the interest previously paid on them is no longer a charge upon the Dividend Fund.

The present annual payment of coupons amounts to	$700,434 00
Same for rent of cars, as before explained, . .	34,100 30
	$734,534 30

It has already been stated that the cars for which these rents were paid, have been in great part, and the remainder will shortly be, purchased.

The amount now due to the sinking fund is, . .	$407,501 08
Add the same for 1861, ...	150,000 00
	$557,501 08

At the Annual Meeting in 1859, it was decided that these investments should be made before further dividends were declared. The Managers now know of no reason why these purchases of bonds cannot be made during the present year, and this would thereafter largely reduce the annual payment of coupons. If then, the present charge for coupons and rent of cars, amounting to $734,534 30 are continued as a fixed and constant charge to Income Account, the difference between that sum and the future payment of coupons (diminished, as they will be, by the annual investment of the sinking funds) with the existing sinking funds will be sufficient to liquidate at maturity the loans due in 1867 and 1870, provided the bonds are purchased at an average of about 90 per cent. The same system continued after 1870, even with a smaller annual appropriation (but this depending upon the price at which the bonds may be purchased) would liquidate the then outstanding bonds due in 1880 and 1886 at or before maturity.

The Managers do not wish to make any estimate of future profits. But if the consumption of anthracite coal continues to increase even in a much less ratio, in the future than in the past, and the profits from

other sources enlarge as heretofore, they cannot doubt but that after such an appropriation for the bonds, there will remain for the stockholders a balance of income to be divided in cash, which will be quite satisfactory; they therefore confidently recommend the adoption of this policy.

It will be remembered that the last Annual Report exhibited liabilities for coupons and interest on real estate bonds due in January last, which, with the interest due in April and July, and the bonus for extending the bonds due in 1860, absorbed all the income to August last. Since that time the notes previously given, together with all current expenses, have been paid in cash from the accruing revenue, leaving the Company substantially free from floating debt, with the following assets in the Treasury at the close of the fiscal year:

Cash,		$474,281 30
Freight and toll bills immediately available,		130,337 36
Bills receivable, do. do.		8,886 50
		$613,505 16
The immediate liabilities were coupons and interest on real estate bonds, due January 1, 1861,	$266,966 08	
Cars purchased, as before stated, in January, 1861,	149,250 00	
Debts due in current business,	171,095 16	
Notes payable,	20,672 90	
		607,984 14
Leaving a surplus of		$5,521 02

To this may be added the profits for December, sufficient to maintain a position of financial independence (there being no other liabilities prior to the April coupons) and to continue the policy of avoiding the issue of notes payable, or otherwise borrowing money; as well as that of paying all current and working expenses in cash.

There is due for arrears of dividends on		
Preferred Stock,		$401,090 64
Sinking Funds,		407,501 08
		$808,591 72
There will be due		
Dividends on Preferred Stock in 1861,	$108,626 00	
Sinking Fund, 1861,	150,000 00	
Purchase of cars, before referred to,	28,335 27	
		286,961 27
		$1,095,552 99

The net income for the past year, after paying all charges applicable to the future, including interest, was $894,863 67, which was $384,368 75 more than in 1859. If it should be again increased to the same extent in the coming year, the fund would be amply sufficient to pay these arrearages, with the accruing similar charges, and after November, 1861, the surplus profits could be divided in cash, as the Managers are not aware of any necessity for material expenditures in the future for Construction or Capital Account. If, however, the income should only be the same as last year, about $200,000 of the profits of 1862 would be required to liquidate these liabilities before dividends can be resumed.

If this policy is continued, and the system suggested of providing a supplementary sinking fund for extinguishing the bonded debt, should be adopted, the Company will avoid all further sacrifices to postpone the payment of bonds, and will be placed in a position of permanent financial independence. The importance of attaining this result cannot well be over-estimated. The history of the past with this Company, as well as that of many others, attests its value. By this policy, the only source of future embarrassment is removed. The stockholder of this Company can never receive the full value of his interest, until some permanent arrangement is made, which will prevent the necessity of purchasing time from the bondholder at so great a cost. He can never be perfectly secure that the profits earned will not be required to be appropriated to such a purpose. Once, however, let it be established, as a fixed rule for the government of the Company, that a permanent annual sum, no greater than that of the present year, with established sinking funds, is devoted to the payment of the debt, and let it be known, as is the fact, that this sum will meet the principal of every debt at or before maturity, and the bonds and stock of the Company will receive the confidence, and command the price which their inherent value justifies.

And as by the distribution of an amount of stock equal to that of the bonds so paid, the debt becomes capitalized, the stock so issued in dividends will permanently increase in value as the debt is diminished.

By order of the Board of Managers.

A. WHITNEY,

President.

PHILADELPHIA, January 9, 1861.

RENEWAL FUND, 1859–60.

Dr.

To New Railroad Iron—		
Used in Main Tracks, 4,231.1 tons,	$239,689 00	
Less old Railroad Iron taken up, 3,760.1 "	125,268 10	
		$114,420 90
New Tracks, Sidings, and Switches—		
Relaying 13 miles, 2,000 feet Track,	5,888 03	
New Tracks, Switches, and Paving in Philadelphia, 2,034 feet,	7,117 30	
New Sidings at Auburn, Jones' Quarry, Belmont Estate, and Schuylkill Haven, and Extension of Main Sidings at Philadelphia, 6,010 feet,	6,427 49	
New Sidings at Sinking Spring, Heidelberg, Beaver Creek, Hummelstown, and Robesonia, and Extension of Harrisburg Sidings, 5,442 feet,	7,672 76	
		27,105 78
Bridges:—		
Front Street Bridge, Philadelphia,		2,847 69
Depots—		
New Passenger Station, Reading; Water Station at Womelsdorf, and Scale at Robesonia,		1,946 31
Workshops—		
New Boiler to replace Boiler of Stationary Engine of Iron Car Shop, Reading, and new Gas-holders for Passenger Trains,		1,843 46
New Engines and Cars—		
1 New Coal-burning Passenger Engine and Tender, "Fawn," built complete,	8,352 79	
1 New Coal-burning Depot Tank Engine, "Active," purchased,	6,153 65	
1 New four-wheeled House Car, purchased,	200 00	
1 " " " Iron Car, built in Company's Shops,	330 00	
1 New Passenger Car, built to replace No. 7,	1,879 24	
		16,915 68
Sundries—		
Rebuilding 12 Stone Cars at Pottstown; Hauling and Handling all Materials, and Superintendence Account,		11,223 21
Carried forward,		$176,303 03

Brought forward,		176,303 03

Cr.

By Balance per Report, November 30, 1859,	$6,593 41	
Locomotive Engine, "Gowan and Marx" sold,	3,200 00	
5 cents per 100 tons on 465,224,483 tons, transported one mile during twelve months, ending November 30, 1860,	232,612 24	
		242,405 65
Cr. Balance,		$66,102 62

CONSTRUCTION ACCOUNT, 1860.

Depots—		
New Passenger Depot, Broad Street,		$37,690 70
Lebanon Valley Branch—		
New Second Track, 4,150 feet,	6,610 59	
Land Damages, Law Expenses, &c.,	29,253 08	
		35,863 67

REAL ESTATE.

Broad Street New Depot Grounds, Thirteenth and James Streets,	3,648 07	
" " " " Thirteenth and Callowhill Streets,	13,549 02	
Limerick,	251 33	
Jacksonville,	50 00	
		17,498 42
Total added to Capital Account in 1860,		$91,052 79

Railroad,		$14,449,398 39			Stock,	$9,997,129 51	
Depots,		440,008 52			Preferred Stock,	1,551,800 00	
Locomotive Engines and Cars,		3,174,171 84					$11,548,929 51
Real Estate,		1,368,516 48			Loans:		
Philadelphia, Reading, and Pottsville Telegraph Stock,		20,680 00			5 pr. ct. Bonds, 1836–80, unconvertible,	192,000 00	
Lebanon Valley Branch,		4,490,755 84			5 " " 1836–67, "	436,800 00	
Willow Street Railroad,		100,000 00			6 " " 1849–70, "	3,103,600 00	
Pottsville Water Company Stock,		24,304 65			6 " " 1843–80, "	1,571,300 00	
Pottstown Gas Company Stock,		3,000 00			6 " " 1844–80, convertible,	882,000 00	
			$24,070,835 72		6 " " 1848–80, "	134,000 00	
Added in 1860:					6 " " 1849–80, "	85,000 00	
Lebanon Valley Branch,		35,863 67			6 " " 1857–86, "	3,586,500 00	
Real Estate,		17,498 42			7 " " 1856–86, "	1,500,000 00	
New Depot, Broad Street,		37,690 70			Bonds due July 1, 1860, not presented for Extension or Payment,	5,500 00	
			91,052 79				11,496,700 00
				$24,161,888 51	Bonds and Mortgages, Real Estate,		511,450 00
Assets:							12,008,150 00
Cash,	$474,281 30				Reserved Fund:		
Bills Receivable,	8,886 50				Sinking Fund Stock, per Report, Nov. 30, 1859,	294,111 71	
Freight and Tolls, Bills receivable in Dec. 1860,	130,337 36				Add 1836-60 Bonds Converted,	76,800 00	
	$613,505 16						370,911 71
Less, Wages, Materials Bills, Drawbacks, and Connecting Roads,	115,749 37				Balance of Dividend Fund, 1859,	208,581 64	
		497,755 79			" " " 1860,	217,323 22	
Stocks and Bonds held by the Company,		257,710 35					425,904 86
Materials on hand, Current Business of the Road, and Payments made on account 1861,		322,541 68					796,816 57
Debts due to the Company, incurred in current business,	$17,166 60						
Debts due to the Co., partly secured by Real Estate,	$546,838 70						
Less, probable loss,	174,975 36						
	371,863 34						
		389,029 94					
			1,467,037 76				

Liabilities:				
Bills Payable, ...	$20,672 90			
Debts due by the Company,	55,345 69			
		76,018 59		
Coupons to 1st January, 1861, inclusive,		302,703 00		
Interest on Real Estate Bonds, . . .		10,817 08		
Sinking Funds, ...		407,501 08		
Deferred Dividends to Preferred Stockholders, . .	$384,536 04			
Accrued Interest on do., .	16,554 60			
		401,090 64		
Cr. Balances of Renewal Fund and Broken Car accounts, ...		76,899 80		
			$1,275,030 19	
				$192,007 57
				$24,353,896 08

$24,353,896 08

S. BRADFORD, *Treasurer.*

PHILADELPHIA, January 9, 1861.

REPORT OF ENGINEER AND SUPERINTENDENT.

A. Whitney, Esq.,

President Philadelphia and Reading Railroad Company.

Sir:—The following Report and accompanying Statements of the business and operations of the Road during the year ending November 30, 1860, are respectfully submitted.

TRANSPORTATION DEPARTMENT.

The expenses of this department have been increased $57,962 90 over those of last year, caused by one month's working of the "Chester Valley" Railroad, the transportation of 313,263 tons of coal, and 88,914 tons of merchandise more than in 1859.

The cost of carrying coal, merchandise and passengers has been again reduced, and to a lower point than hitherto attained in the two former items.

The extra passenger train between Port Clinton and Reading, run for the accommodation of the "Catawissa Railroad Company," was discontinued on the 26th instant, a change in the passenger trains of that Company having made it no longer necessary to connect them with Philadelphia by a special train.

The other passenger trains on the main road and "Lebanon Valley Branch," have been so arranged as to afford great facilities to the local travel of both sections, and to secure convenient through connections at Harrisburg, Reading, and Port Clinton, with the various roads at those points, without the expense and inconvenience of special trains to effect that object.

All the locomotives requiring it have been thoroughly repaired during the year,—five having been rebuilt, and three furnished with new fire-boxes. Two tenders were also rebuilt; the cost of all said work having been included in repairs of engines.

A marked decrease will be observed in the cost of passenger trains (Statement K.), compared with former years. This economy has been mainly secured by the use of anthracite coal in a majority of the passenger engines. Our experience in the use of this fuel for locomotives continues most satisfactory, and it is gradually replacing wood for all services, whether for the heaviest transportation of our coal trains, the

high speed of passenger trains, or the lightest work of the depot locomotive.

The abundance of anthracite coal, its cheapness, economy in weight and stowage room, and entire freedom from risk of accidental combustion, render it as well adapted for locomotives as it has hitherto proved for other purposes.

The efficiency of the "Hiawatha" and "Minnehaha," the two new passenger engines mentioned in my last Report, and of other locomotives recently altered to use anthracite coal, also contributed to the reduction of the cost of passenger service last year.

Of the total number (81) of "cars broken" by accident last year, 21, or 26 per cent., were owned by private parties, such cars being neither built nor repaired as substantially as those belonging to this Company.

The coal trade of the "Lebanon Valley Branch" eastward from Harrisburg has increased from 10,850 tons in 1859, to 76,204 tons in 1860. By hauling this coal with our regular freight trains, and running extras when necessary, full trains from Harrisburg are secured, and its transportation effected at a low cost.

The business of this valuable branch of the Reading Road exhibits a marked development during the past year, its receipts having increased from $206,828 08 to $294,435 94, and the net revenue from its trade on the main and branch roads (deducting the expenses of the latter) having reached the sum of $367,009 97.

The transportation of live stock over the "Lebanon Valley Branch," chiefly for the New York market, has increased to 15,644 tons during the year, yielding a revenue of $15,497 37.

The use of the new and commodious depot for passengers and merchandise, in Philadelphia, allows the trains of both departments to enter and leave that City with steam power, and has effected a material improvement in the saving of time, and of the expense and inconvenience of horse power.

ROADWAY DEPARTMENT.

Exceeds the expenses of 1859 by the sum of $6,209 13. This increase has been caused by one month's repairs of the Chester Valley Railroad, 11¾ miles of additional track, and nine and a half months' cost of repairing the "Mt. Carbon and Port Carbon" Railroad.

New work at water stations and depots, and new telegraph insulators, have also contributed to the above increase.

The spliced rail joint continues to be satisfactory, and the quality of the iron used in the new rails appears to improve annually, as greater care is exercised in its manufacture and inspection.

The expenses of the Roadway Department for last year are less *per ton*, or in proportion to the work done, than in any preceding year.

RENEWAL AND CONSTRUCTION DEPARTMENTS.

Railroad Iron.

New railroad iron used,	4,231.1 tons, . . .	$239,689 00
Less old " " removed,	3,760.1 " . . .	125,268 10
	Net cost, . .	$114,420 90

New Tracks.

14.16 miles of new main track have been laid during the year, and 2.55 miles of siding tracks at Philadelphia, Schuylkill Haven, Auburn, Mill Creek, Harrisburg, Heidelberg, Sinking Spring, Beaver, Robesonia, and Hummelstown.

Buildings, Depots, &c.

Two thirds of the whole area intended for the Philadelphia Passenger and Merchandise Depot have been put under roof, the platforms and tracks for which are now being laid down.

A temporary Passenger Depot has been erected at Reading, at the "East Penna." and Lebanon Valley Railroad connection; a substantial roof built over the Palo Alto engine house, in place of one destroyed by fire some years since; a new water-station put up at Womelsdorf; and a track weigh-scale at Robesonia.

A bridge has been completed over the railroad, in the line of Front Street, in the City of Philadelphia.

New Engines and Cars.

A new second-class passenger locomotive, the "Fawn," has been built to use anthracite coal, and another, the "Active," of same class, and using the same fuel, exchanged for the "Gowan and Marx," for depot work at Philadelphia. One new four-wheeled iron house car has been built, another of wood purchased, and an eight-wheeled passenger car built entirely new, to replace an old car worn out during the year.

Very respectfully,

Your obedient servant,

G. A. NICOLLS,

General Superintendent.

READING, Pa., November 30, 1860.

STATEMENT A.

Business of Philadelphia and Reading Railroad, for the Year ending November 30, 1860.

TONNAGE.

Coal transported:		
Main Road: Anthracite from Schuylkill County, . .		1,878,156
Lebanon Valley Branch:		
Anthracite from Schuylkill County, . .	83	
" " Treverton, ...	318	
" " Lyken's Valley, . .	1,063	
Bituminous " Westmoreland County, .	3,217	
" " Broad Top Region, . .	63,358	
		68,039
Total, Tons of 2,240 lbs.		1,946,195
Merchandise transported, tons of 2,000 lbs., . . .		423,523
Materials for use of Road, including ballast, timber, rails, sills, cord wood, stone, bricks, iron, &c., in tons of 2,000 lbs., ...		160,084
Total tonnage of Road for year, on Main and Branch Roads, including weight of passengers, in tons of 2,000 lbs., ...		2,819,898
Total amount of coal transported to date, tons of 2,240 lbs.		25,743,896
Total tonnage of Road to date, tons of 2,000 lbs., . .		34,648,293

PASSENGER TRAVEL.

Total number of passengers during year, . . .	385,304
Total number of miles travelled by same, . . .	11,958,145
Equal to, in through passengers, over whole length of Road,	129,978
Total number of passengers to date, including Philadelphia Branch Road, ...	4,047,640

RECEIPTS OF ROAD.

From freight and tolls on coal, ...	$2,328,157 52
" freight on merchandise, ...	599,619 88
" passenger travel, ...	333,359 44
" transportation of U. S. Mail, express cars, and other sources, ...	51,409 37
Total Receipts, . . .	$3,312,546 21

Philadelphia Branch Road (three miles long), between Philadelphia and Schuylkill Viaduct, Business for year.

Tonnage, ice, beer, stone, &c. &c., in tons of 2,000 lbs.,	13,962
Passengers, total number,	23,560

RECEIPTS.

From passengers,	$1,336 96
" freight,	2,373 74
" bridge tolls,	495 93
	$4,206 63

STATEMENT B.

Expenses of Transportation Department, for the Year ending November 30, 1860.

RUNNING ACCOUNT.

Wages of all engineers, conductors, firemen, brakemen, &c.,	$179,393 53	
Wood, 10,560 cords,	27,341 20	
Loading, unloading, and cutting wood,	14,436 37	
Oil, 44,023 gallons,	33,058 74	
Tallow, lard, grease, and cotton waste,	6,320 25	
Tolls paid other Railroads, and expenses in Broad Street,	1,946 50	
Coal fuel for locomotive engines,	85,121 38	
Allowances for use of coal and freight cars,	22,565 25	
Expenses of magnetic telegraph,	7,530 00	
Water rent at Palo Alto,	2,000 00	
Sundries,	3,890 69	
		$383,603 91

WORKSHOP ACCOUNT.

Wages of all machinists, blacksmiths, carpenters, mechanics, and shop hands,	$215,272 90	
Bar iron, steel, blooms, &c.,	22,841 16	
Iron castings,	10,762 08	
Copper, spelter, tin, lead, &c.,	11,443 35	
Timber and lumber,	14,473 01	
Anthracite coal for shops, &c.,	8,919 57	
Bituminous " "	1,780 02	
Hardware, files, tools, paints, &c.,	10,500 87	
Wheels for cars, engines, and tenders,	20,765 41	
Axles " " "	9,739 23	
Tires for engines,	2,245 32	
Patent rights,	1,150 00	
Sundries,	2,693 81	
		$332,586 73

Carried forward,	$716,190 64

Brought forward,		$716,190 64
DEPOT ACCOUNT.		
Wages of all hands,	$35,513 58	
Wages of all watchmen,	21,201 34	
Pumping water, and sundry expenses,	10,251 93	
		$66,966 85
SUPERINTENDENCE ACCOUNT.		
Salaries of all officers, clerks, and agents,		51,995 83
OFFICE ACCOUNT.		
Stationery, printing, advertising, furniture, and sundries,		11,658 64
LATERAL ROADS' EXPENSES.		
Salaries of agents, use of engines, &c.,		5,161 97
		$851,973 93

STATEMENT C.

Division of Expenses of Transportation Department for 1860.

	No.	Rate.	
Transportation of COAL, from Schuylkill County and Harrisburg to Richmond, Philadelphia, and other points, Statement H. (tons of 2,240 lbs.),	1,946,195	21·74	423,127 21
Transportation of MERCHANDISE, between Pottsville, Harrisburg, Philadelphia and all other points, Statement L (tons of 2,000 lbs.), . .	423,523	38·61	163,526 40
Transportation of PASSENGERS, between Pottsville, Harrisburg, Philadelphia and other points, Statement K. (No. "Through"), . .	129,978	87·44	113,648 09
Expenses of Transportation of Coal over Philadelphia Branch Road and in Philadelphia, .			11,081 00
Superintendence, including Salaries of all Officers, Clerks, &c., ...			51,995 83
Wages of Watchmen at wharves, depots, and switches, ...			21,201 34
Expenses of delivering Coal and Merchandise, and hauling Cars for all purposes, at Reading and other Depots, ...			13,406 00
Office Expenses, Stationery, Printing, &c., .			11,658 64
Allowances for use of Coal and Freight Cars owned by other parties, ...			22,565 25
Salaries of Agents and Expenses on Lateral Roads in coal region, ...			5,161 97
Expenses of Magnetic Telegraph, including Salaries of day and night operators, . . .			7,530 00
Patent Rights, ...			1,150 00
Water Rent at Palo Alto, ...			2,000 00
Sundry Expenses, Express Engines, Extra Trains, &c. &c., ...			3,922 20
Total, ...			$851,973 93

STATEMENT D.

Number of Engines, Cars, &c., upon the Philadelphia and Reading Railroad, November 30, 1860.

LOCOMOTIVE ENGINES.

124	first class	engines.
14	second "	"
4	third "	"
3	fourth "	"
145	total.	

COAL CARS.

2	eight-wheeled	iron coal cars.
490	" "	wooden coal cars, besides 100 used by Company, owned by other parties.
2,948	four "	iron coal cars.
1,238	" "	wooden coal cars, besides 610 used by Company, owned by other parties.
4,678	total.*	

CARS FOR FREIGHT AND GENERAL USE.

153	eight-wheeled	covered house cars.
40	" "	wood and cattle cars.
158	" "	open platform cars.
182	four "	covered house cars.
385	" "	open platform, wood, lime, and dumping cars.
918	total.†	

* 38 old four-wheeled wooden coal cars have been rebuilt into 19 eight-wheeled coal cars, during the year.

† 82 old freight cars have been demolished during the past year, and are being rebuilt—their full value having been included in "Transportation" expenses.

PASSENGER CARS.

45 eight-wheeled passenger cars.
12 " " baggage cars.
7 " " mail and express cars.

64 total.

In addition to the above, the Company own:

2 small passenger cars for use of road.
12 stationary engines, from four to sixty horse-power for driving machinery.
13 steam and water-power engines for pumping at water stations, sawing wood, &c.
8 snow ploughs.
1 dredging machine.
26 carts, wagons, drays, and lumber trucks for hauling wood, timber, merchandise, &c.
65 horses, for hauling in Philadelphia, Richmond, and elsewhere.

STATEMENT E.

Table of Names, Weights, Makers, Condition and Present Duty of all Locomotive Engines owned by the Philadelphia and Reading Railroad Company, November 30, 1860.

NAMES.	CLASS.	WEIGHT.	MAKER.	WHEN FIRST RUN.	MILES RUN.		CONDITION AND DUTY.
					Past Year.	Total to Date.	
Atlas,	1st.	27.	Baldwin, Philadelphia.	April 1846		202,136	In order, Richmond.
Hercules,	"	27.	do. do.	" "		197,328	In shop, rebuilding.
Kentucky,	"	22.4	do. do.	" "	4,111	190,910	In order, Palo Alto.
Princeton,	"	22.4	do. do.	May "		182,202	do. Richmond.
Pocahontas,	"	23.4	Rebuilt by Baldwin, Philadelphia.	Aug. 1855	2,781	56,956	In shop, under repair.
Alabama,	"	22.2	Baldwin, Philadelphia.	April 1846	1,669	203,844	At work, Lebanon.
Indiana,	"	21.9	do. do.	" "	13,069	211,977	do. Reading.
Washington.	"	22.4	do. do.	June "	4,807	198,452	In shop, under repair.
United States,	"	18.8	do. do.	July 1844	15,248	234,984	do. do.
Niagara.	"	19.6	do. do.	April 1845	5,851	218,827	At work, Roadway Department.
Independence,	"	19.5	do. do.	May "	5,716	226,454	do, Wood Train.
St. Lawrence,	"	19.5	do. do.	June "	5,582	199,337	do. Schuylkill Haven.
Constitution,	"	19.5	do. do.	" "	6,210	184,473	do. Roadway Department.
Champlain,	"	20.1	do. do.	Sept. "		176,661	In order, Richmond.
Hudson,	"	21.2	do. do.	Oct. 1844	16,174	263,906	At work, Roadway Department.
Dauphin,	"	23.7	do. do.	" 1850	1,231	131,264	In order, Richmond.
Baltic,	"	22.9	do. do.	" "	4,116	127,694	do. do.
Perry,	"	23.8	do. do.	" "		123,217	do. do.
Humming Bird,	"	24.6	do. do.	April 1855	28,595	135,595	do. Reading.
Blue Bird,	"	24.6	do. do.	May "	26,378	125,998	At work, Passenger Train.
Seminole,	2d.	13.1	do. do.	Feb. 1840		173,657	Out of use, Schuylkill Haven.
Active,	"	14.4	do. do.	Aug. 1860	2,340	2,340	At work, Philadelphia.
22 in all.			Built and rebuilt by Baldwin, Philadelphia.				
Patapsco,	1st.	24.6	Ross Winans, Baltimore.	Oct. 1850		133,627	In shop, rebuilding.
Minnesota,	"	22.5	do. do.	Nov. "	8,266	135,401	At work, Philadelphia Branch Road.
Iowa,	"	25.4	do. do.	Oct. 1851	15,040	111,424	do. Coal Trade.
Wisconsin,	"	25.2	do. do.	Nov. "	22,462	110,799	do. do.
New Jersey,	"	25.5	do. do.	March 1852	18,436	150,567	do. do.
Mississippi,	"	26.5	do. do.	May "	19,862	141,229	do. do.
New Hampshire,	"	26.5	do. do.	June "	4,930	135,623	In order, Reading.
Utah,	"	26.2	do. do.	" "	19,657	157,142	At work, Coal Trade.
Chippewa,	"	26.7	do. do.	April 1854	4,763	96,149	In order, Reading.
Monongahela,	"	27.2	do. do.	March "	22,599	120,096	At work, Coal Trade.
Tamaqua,	"	27.2	do. do.	" "	19,620	112,965	do. do.
Saranac,	"	27.	do. do.	" "	13,433	106,832	do. do.

Susquehanna, . .	1st.	27.	Ross Winans, Baltimore.	April	1854	16,169	109,375	At work, Coal Trade.
Narragansett, . .	"	27.	do. do.	"	"	18,210	106,231	do. do.
Penobscot, . . .	"	27.	do. do.	May	"	13,732	98,329	do. do.
Kennebeck, . . .	"	27.	do. do.	"	"	7,481	81,509	In shop, under repair.
Nebraska, . . .	"	27.	do. do.	"	"	16,483	103,084	do. do.
Santee, ...	"	27.	do. do.	"	"	16,784	93,675	At work, Coal Trade
Shenandoah, . .	"	27.	do. do.	June	"	14,387	106,981	do. do.
Cumberland, . .	"	27.	do. do.	"	"	20,026	110,246	do. do.
Potomac, ...	"	27.	do. do.	"	"	11,364	93,014	In shop, under repair.
Savannah, . . .	"	27.	do. do.	"	"	18,528	116,874	At work, Coal Trade.
Yellow Spring, . .	"	26.7	do. do.	Jan.	1855	18,654	96,160	do. do.
Arkansas, . . .	"	26.7	do. do.	March	"	5,346	69,968	In shop, under repair
Rauch Gap, . . .	"	26.7	do. do.	"	"	20,354	93,255	At work, Coal Trade.
Pottsville, . . .	"	26.7	do. do.	"	"	10,363	88,338	do. do.
Rhode Island, . .	"	26.7	do. do.	April	"	15,705	84,536	do. do.
Harrisburg, . . .	"	26.7	do. do.	"	"	634	55,873	do. do.
Germantown, . .	"	26.7	do. do.	"	"	21,468	84,658	do. do.
Lexington, . . .	"	26.7	do. do.	"	"	16,496	97,644	do. do.
San Francisco, . .	"	26.7	do. do.	"	"	8,014	89,522	do. do.
Ashland, ...	"	26.7	do. do.	"	"	11,372	87,691	do. Reading Coal and Ft. Train.
Mount Vernon, .	"	26.7	do. do.	"	"	18,446	88,850	do. Coal Trade.
Buffalo, ...	"	27.2	do. do.	"	"	11,992	89,204	do. do.
Richmond, . . .	"	27.2	do. do.	"	"	13,972	95,676	do. do.
Panama, ...	"	27.2	do. do.	May	"	15,073	90,393	do. do.
Wilmington, . .	"	27.2	do. do.	"	"	15,469	92,974	do. do.
Charleston, . . .	"	27.2	do. do.	June	"	15,685	94,005	do. do.
Albany, ...	"	27.2	do. do.	"	"	15,233	86,336	In shop, under repair.
39 in all.			Made by Ross Winans, Baltimore.					
Mohawk, ...	"	20.7	Norris, Schenectady.	Oct.	1850	15,517	167,536	At work, Chester Valley Railroad.
Genesee, ...	"	20.7	do. do.	"	"	14,894	192,145	do. do. do.
2 in all.			Made by Norris, Schenectady.					
Octorara, ...	"	28.9	Made by Reading Railroad Company.	May	1853	20,277	148,964	At work, Coal Trade.
Metamora, . . .	"	28.9	do. do.	June	"	22,102	158,499	do. do.
Aramingo, . . .	"	28.9	do. do.	July	"	20,910	144,600	do. do.
Wissahickon, . .	"	28.9	do. do.	Aug.	"	19,323	149,885	In shop, under repair.
Camanche, . . .	"	29.	do. do.	Sept.	"	24,355	144,480	At work, Coal Trade.
Seneca, ...	"	28.9	do. do.	Oct.	"	19,345	152,660	do. do.
Tecumseh, . . .	"	27.9	do. do.	Nov.	"	19,489	142,639	do. Market Train.
Alleghany, . . .	"	23.9	do. do.	"	1851	24,306	193,589	In shop, under repair.
Wyomissing, . .	"	26.9	do. do.	July	1852	19,632	144,511	At work, Coal Trade.
Pawnee, ...	"	26.9	do. do.	Aug.	"	19,849	152,756	do. do.
Swatara, ...	"	26.9	do. do.	"	"	11,422	138,324	do. do.
Phœnix, ...	"	31.6	do. do.	Nov.	1859	17,558	18,239	do. Falls Grade.
Tennessee, . . .	"	27.9	do. do.	"	1852	21,357	157,377	do. Freight Train.
Powhatan, . . .	"	27.9	do. do.	"	"	14,213	135,880	In order, Reading.
Sciota, ...	"	27.9	do. do.	"	1854	14,471	120,049	At work, Lebanon Valley Road.
Wabash, ...	"	27.9	do. do.	"	"	23,247	119,885	do. Coal Trade.

STATEMENT E.—*Continued.*

NAMES.	CLASS.	WEIGHT.	MAKER.	WHEN FIRST RUN.	MILES RUN. Past Year.	MILES RUN. Total to Date.	CONDITION AND DUTY.
Juniata,	1st.	27.6	Made by Reading Railroad Company.	June 1855	20,783	123,635	At work, Coal Trade.
Illinois,	"	29.6	do. do.	May 1852	14,934	153,618	do. Market Train.
Michigan,	"	29.6	do. do.	June "	12,761	156,331	In shop, under repair.
Vera Cruz,	"	26.5	do. do.	Aug. 1857	31,663	94,846	At work, Passenger Train.
Hiawatha,	"	25.2	do. do.	June 1859	32,920	48,878	do. do.
Minnehaha,	"	25.2	do. do.	" "	32,106	46,827	do. do.
Buena Vista,	2d.	19.1	do. do.	April 1848	10,744	140,910	In order, Reading.
Fawn,	"	18.0	do. do.	Dec. 1860			do. do.
Stag,	4th.	14.6	do. do.	Feb. 1851	15,997	148,194	In shop, under repair.
Ariel,	"	8.3	do. do.	Aug. 1856	9,694	46,242	In order, Reading.
Witch,	"	8.5	do. do.	Nov. 1855	13,191	55,667	At work, Pottsville.
Georgia,	1st.	24.1	Rebuilt by Reading Railroad Company.	Oct. 1850	15,982	164,196	do. Freight Train.
Louisiana,	"	23.9	do. do.	Nov. "	11,494	158,452	In order, Reading.
Carolina,	"	23.3	do. do.	June 1857	18,377	61,453	At work, Lateral Roads
Wyoming,	"	19.6	do. do.	Feb. 1847	7,083	165,241	do. Schuylkill Haven.
Palo Alto,	"	20.8	do. do.	May "	8,384	191,814	do. Richmond Wharves.
Monterey,	"	19.9	do. do.	June "	9,173	170,844	In shop, under repair.
Sanatoga,	"	19.2	do. do.	" 1842	9,678	202,378	do. do.
Mahanoy,	"	20.5	do. do.	" 1856	18,516	76,457	At work, Coal Trade.
Atlantic,	"	20.1	do. do.	Aug. 1844	10,610	193,611	do. Richmond Wharves.
Philadelphia,	"	21.9	do. do.	April 1854	16,510	83,261	do. Reading.
California,	"	21.5	do. do.	May 1848	11,397	161,120	do. Richmond Wharves.
Chesapeake,	"	20.1	do. do.	March 1847	2,663	130,818	In shop, rebuilding.
Florida,	"	23.7	do. do.	Sept. 1855	9,047	63,070	At work, Roadway Department.
Amazon,	"	25.2	do. do.	June 1856	18,786	74,793	do. Lateral Roads.
Empire,	"	25.8	do. do.	July "	9,400	45,037	do. Richmond Wharves.
Yorktown,	"	24.5	do. do.	Nov. "	15,255	68,549	do. Lateral Roads.
Columbus,	"	22.4	do. do.	" "	17,733	61,232	do. do.
Rio Grande,	"	25.1	do. do.	July 1857	13,264	50,373	do. Philadelphia Branch Road.
New York,	"	23.8	do. do.	" "	10,139	41,785	In order, Palo Alto.
Missouri,	"	23.3	do. do.	" "	16,194	54,006	At work, Lateral Roads.
Texas,	"	22.4	do. do.	June 1858	22,011	62,656	do. Freight Train.
Black Diamond,	"	28.4	do. do.	" "	14,910	48,385	do. Lebanon Valley Road.
Warrior,	"	22.4	do. do.	Oct. "	25,542	57,461	do. Freight Train.
New England,	"	21.6	do. do.	Sept. "	13,882	45,344	do. Ironton Railroad.
Ohio,	"	27.5	do. do.	Aug. "	11,904	26,543	do. Lebanon Valley Road.
Ontario,	"	22.1	do. do.	Nov. 1859	8,707	8,707	do. Harrisburg.
Pacific,	"	22.1	do. do.	May "	8,960	15,515	do. Shamokin Valley Road.
Oregon,	"	21.2	do. do.	Dec. 1858	9,946	19,099	In shop, under repair.
Maryland,	"	27.5	do. do.	April 1859	12,761	25,698	At work, Reading Coal and Ft. Train.

Colorado,	1st.	26.8	Rebuilt by Reading Railroad Company.	April	1859	8,416	21,666	At work, Coal Trade.
Taunton,	"	25.	do. do.	May	"	30,462	46,840	In shop, under repair.
Virginia,	"	22.5	do. do.	Aug.	1860	4,190	4,190	At work, Freight Train.
Baltimore,	"	27.5	do. do.	Oct.	"	2,225	2,225	do. Lebanon Valley Road.
Connecticut,	"	27.	do. do.	Sept.	"	3,078	3,078	do. Coal Trade.
Delaware,	"	29.	do. do.	Dec.	1859	14,275	14,275	do. Lebanon Valley Road.
Pine Grove,	"	24.5	do. do.	Nov.	1860	1,129	1,129	do. Passenger Train, Leb. V. R.
Reading,	2d.	17.2	do. do.	Oct.	1842	16,398	236,922	do. Chester Valley Road.
Schuylkill,	"	14.7	do. do.	July	1843	1,316	138,579	In order, Reading.
Osceola,	"	14.8	do. do.	Aug.	"	1,227	127,018	do. Richmond.
Huron,	"	14.8	do. do.	"	"	11,943	143,851	At work, Philadelphia Branch Road.
Erie,	"	14.8	do. do.	"	"	5,500	137,592	In order, Reading.
Ontalaunee,	"	14.6	do. do.	July	"	3,944	139,136	At work, Phœnixville.
Tuscarora,	"	13.8	do. do.	June	1855	5,251	33,562	do. Robesonia.
Shamokin,	"	14.1	do. do.	Nov.	"	10,419	55,702	do. Palo Alto.
Manatawny,	"	18.5	do. do.	June	1858	16,585	43,961	do. Valley Passenger Train.
Antelope,	3d.	9.3	do. do.	"	1838	5,118	214,997	do. Roadway Department.
73 in all.			Built and rebuilt by Reading Railroad Company.					
Maine,	1st.	21.6	Boston Locomotive Works.	July	1849	6,866	159,471	At work, Wreck Train.
Auburn,	"	27.8	Norris, Philadelphia.	"	1854	1,407	99,664	do. Passenger Train.
Elmira,	"	27.8	do. do.	"	"	5,872	110,288	In shop, under repair.
America,	2d.	13.4	do. do.	Oct.	1842	4,222	252,330	In order, Norristown.
3 in all.			Made by Norris, Philadelphia.					
Engineer,	3d.	8.8	Braithwaite & Co., London.	May	1838	6,573	199,358	At work, Reading.
Rocket,	"	8.5	do. do.	"	"	3,917	199,279	do. Pottstown.
Planet,	"	8.5	do. do.	Aug.	"	5,713	182,205	do. Schuylkill Haven.
3 in all.			Made by Braithwaite & Co., London.					
Petrel.	1st.	23.6	Danforth, Cook & Co., Paterson, N.J.	July	1857	33,848	102,100	At work, Pass'r Train and L. V. B.
Cambridge.	"	25.5	Davenport, Bridges & Kirk, Cambridgeport.	June	1850		121,294	In shop, under repair.

CONDENSED TABLE.

Showing Condition and Employment of all Engines owned by the Philadelphia and Reading Railroad Company on above date.

HOW EMPLOYED.	1st Class.	2d Class.	3d Class.	4th Class.	TOTAL.
In daily use, in good order, on Reading or Lateral Roads,	91	7	4	1	103
In workshops, under repair,	20			1	21
In good order, ready for use,	13	6		1	20
Out of use, rebuilding, &c.,		1			1
Total.	124	14	4	3	145

STATEMENT F.

Work and Repairs of all Locomotive Engines owned by the Philadelphia and Reading Railroad Company for the Year ending November 30, 1860.

MILES RAN.

HOW EMPLOYED.	CLASSES.				TOTAL.
	1ST.	2D.	3D.	4TH.	
Reading Railroad Transportation Department,	1,302,674	38,939	10,796	16,884	1,369,293
Reading Railroad Roadway Department, . .	26,746		6,629	13,382	46,757
Reading Railroad Renewal, &c., Department, . .	19,351		1,601		20,952
Total Reading Railroad, .	1,348,771	38,939	19,026	30,266	1,437,002
Total Lebanon Valley Railroad, ...	172,615	5,370	360	4,184	182,529
Total Chester Valley Railroad, ...	18,439	17,380	43	473	36,335
On Lateral Roads in Coal Region, . . .	160,186	28,242	1,892	6,299	196,619
Total, . . .	1,700,011	89,931	21,321	41,222	1,852,485

Total number of tons hauled one mile, exclusive of engine and tender, ...	465,224,483
Average weight of loaded coal trains down, " "	766.3
" " empty coal trains up, " "	270.
" " passenger trains, " "	59.

All tons of 2,000 lbs.

COST OF REPAIRS OF ENGINES.

Wages of all mechanics, ...	$102,944 24
Materials, iron, steel, brass, &c.	42,761 45
Superintendence, tools, paints, &c.	12,670 06
	$158,375 75

Total number of miles ran by all engines owned and used by Company, from May, 1838, to November 30, 1860,	24,763,577
Total number of tons hauled one mile, between same dates,	5,916,814,044

STATEMENT G.

Cost of Repairs and Renewals of Coal, Freight, and Passenger Cars on the Philadelphia and Reading Railroad, for the Year ending November 30, 1860.

COAL, FREIGHT, AND WOOD CARS.

Wages of all mechanics,	$88,316 18
Timber, iron, steel, and all metals,	45,699 27
Superintendence, tools, paints, oils, &c.	13,401 54
	$147,416 99

COST OF REPAIRS OF PASSENGER CARS.

Wages of mechanics,	$8,172 35
Iron, steel, timber, &c.,	6,571 50
Superintendence, tools, paints, varnishes, &c.,	2,106 26
	$16,850 11

STATEMENT H.

Items of Cost, in detail, of Hauling Coal on the Philadelphia and Reading Railroad, for the Year ending November 30, 1860.

Per round trip of 190 miles, from Coal Region to Tidewater and back with empty cars; transporting average loads of 443.3 Tons of 2,240 lbs. each Train.

Items of Cost.	No.	Description	Average Rate.	Amount.
Wages of Engineer,	2	Days.	2.85	$5 70
" Fireman,	2	"	1.75	3 50
" Conductor,	2	"	1.65	3 30
" Brakemen and Signalman,	2.57	"	1.58	4 06
Anthracite Coal for Fuel,	8.46	Tons.	1.98	16 75
Oil for Engine and Tender, including Lamps,	1.86	Galls.	1.20	2 23
Oil and Grease for Cars,			p. trip	3 98
Repairs of Engine and Tender,	190	Miles.	10.8	20 52
" Coal Cars.			p. trip	25 53
Supplying Water,	17	M. Galls.	0.6	1 02
Wood for Kindling, &c.	.4	Cords.	4.10	1 64
Assistant Engine at Falls Grade,	443	Tons.	0.05	2 21
Car Couplers, Timekeepers, Despatchers, and Turning Crews,	443	"	0.06	2 66
Allowance for Engines, laying over, and other Contingent Expenses,	443	"	0.08	3 29
				$96 39

Equal to 21.74 cents per ton.

All the Coal Transportation of the Road, for the past year, has been performed by Locomotives using Anthracite Coal exclusively, for fuel.

STATEMENT K.

Items of Cost, in detail, of Running Passenger Trains on the Philadelphia and Reading Railroad, for the Year ending November 30, 1860.

USING ANTHRACITE COAL FUEL, PER DAILY TRIP OF 93 MILES.

Items of Cost.	No.	Description	Average Rate.	Amount.
Wages of Engineer,	1	Day.		$2 75
" Fireman,	1	"		1 75
" Conductor,	1	"		2 30
" Baggage Master,	1	"		1 30
" Brakemen,	1.3	"	1.25	1 62
Coal for Fuel,	1.4	Tons.	2.28	3 19
Wood for Kindling,	.3	Cords.	4.10	1 23
Water used,	3	M. Galls.	.06	18
Oil for Engine and Tender, including Lamps,	1	Galls.	1.20	1 20
Oil and Grease for Cars,			p. trip	38
Repairs of Engine,	93	Miles.	4	3 72
" and Refitting Cars,			p. trip	5 56
Hands at Depots, Extra Engines, &c.			"	5 15
Sundries for Trains,			"	2 38
Add difference to make up average, caused by use of wood fuel, in other Engines,				$32 71* 4 82
				$37 53

Equal to 87.44 cents per Through Passenger, at 42.9 Passengers per train.

* A majority of the Passenger Train Locomotives used Anthracite Coal Fuel exclusively, last year.

STATEMENT L.

Items of Cost, in detail, of Running Freight Trains on the Philadelphia and Reading Railroad, for the Year ending November 30, 1860.

PER DAILY TRIP OF 93 MILES.

Items of Cost.	No.	Description	Average Rate.	Amount.
Wages of Engineer,	1	Day.		$2 95
" Fireman,	1	"		1 65
" Conductor,	1	"		1 75
" Brakemen and Signalman,	3	"	1.47	4 41
Coal for Fuel,	3·21	Tons.	2.28	7 32
Wood for Kindling, &c.,	.3	Cords.	4.10	1 23
Oil and Tallow for Engine and Tender,			p. trip	1 45
Oil and Grease for Cars,			"	1 51
Repairs of Engine and Tender,	93	Miles.	10.4	9 67
" Cars,			p. trip	12 60
Depot Hands and other Depot Expenses,				14 10
Water used,	7	M. Galls	.06	42
Renewals of Sundry Articles, Goods Damaged, &c.,				2 14
				$61 20

Equal to 38.61 cents per ton, at 158.5 tons per train.

STATEMENT M.

Cost of Transportation over Philadelphia Branch Railroad, and of Horse Power, and other Expenses in Broad Street, Philadelphia, for the Year ending November 30, 1860.

Amount paid for City Railroad Tolls,	$986 50
Agents and Sundry Expenses in Philadelphia,	960 00
Cost of Engine hauling Cars between Falls and Broad St., Philadelphia,	9,134 50
	$11,081 00

STATEMENT N.

Points of Supply, and Distribution of Anthracite Coal from Schuylkill County, on the Philadelphia and Reading Railroad, for the Year ending November 30, 1860.

Amount of Coal received from various Lateral Roads in Schuylkill Coal Region.

	Tons.
Mount Carbon and Port Carbon Railroad, at Port Carbon, from Valley and Mill Creek Railroads,	492,111
Mount Carbon Railroad, at Mount Carbon,	116,407
Mine Hill and Schuylkill Haven Railroad, at Schuylkill Haven,	927,973
Schuylkill and Susquehanna Railroad, at Auburn,	94,027
Little Schuylkill Railroad, at Port Clinton,	247,638
Total,	1,878,156

Where delivered on line of Reading Railroad.

	Station or Turnout.	From Port Carbon.	From Mount Carbon.	From Schuyl. Haven.	From Auburn	From Port Clinton.	Total.
	Pottsville,			1,243			1,243
	Mount Carbon,		442				442
	Schuylkill Haven,	186					186
	Orwigsburg,	69		132			201
	Auburn,	43		2,403		285	2,731
	Port Clinton,	207					207
	Hamburg,	23	24	91		10	148
	Mohrsville,	299	39	147			485
	Between Reading and Mohrsville,	549	150	1,278		214	2,191
	Reading,	19,781	13,904	42,298	884	17,062	93,927
	Exeter,	25	28	77		66	196
Lebanon Valley Branch.	Sinking Spring,	198	236	1,245	18	17	1,714
	Wernersville,	308	142	509	11	146	1,116
	Robesonia,	3,898	189	12,695	113		16,895
	Womelsdorf,	36		643	23		702
	Missemers,	396	52	683	53		1,184
	Richland,	67	218	905		36	1,226
	Myerstown,	18		244	4	77	343
	Lebanon,	451	11	14,953	76	8,158	23,649
	Annville,	289	39	169		47	544
	Palmyra,	14	439	329	9		791
	Derry,	193	35	108		52	388
	Swatara,	235	552	891	23		1,701
	Hummelstown,	42		14			56
	Harrisburg,	64		12			76
	Birdsboro',	35		129		240	404
	Douglassville,	471	9	574		23	1,077
	Pottstown,	5,356	2,069	2,853	798	210	11,286
	Limerick,	54	19	910		23	1,006
	Royer's Ford,	451	58	571	12	9	1,101
	Phœnixville,	2,698	544	39,426		34,664	77,332
	Valley Forge,	107	40	204			351
	Port Kennedy,	2,794		300		581	3,675
	Norristown,	10,848	1,512	11,047	22	4,129	27,558
	Rambo's Limekilns,	198		1,030		3,395	4,623
	Swede's Furnace, below Norristown	44	136	5,950		6,129	12,259
	Conshohocken,	7,402	546	20,943	116	247	29,254
	Egberts,		15	306			321
	Manayunk,	14		50			64
	Falls,	8,045	475	32,420	256	5,358	46,554
	Nicetown and Germantown,	16,197	408	5		41	16,651
	Philadelphia,	153,411	6,662	112,894	1,897	30,955	305,819
	Richmond,	256,595	87,414	617,292	89,712	135,464	1,186,477
	Totals,	492,111	116,407	927,973	94,027	247,638	1,878,156

STATEMENT O.

Distribution of Items, comprising Net Expenses of Transportation and Roadway Departments, for the Year ending November 30, 1860, under the heads of Cost of Transporting Coal, Merchandise, and Passengers.

Items of Cost.	Cost of Transporting.			Total Net Expenses.
	Coal.	Merchandise.	Passengers, Mail, &c.	
Net cost of transporting each, as per Statement C, . . .	$423,127 21	$163,526 40	$113,648 09	$700,301 70
Roadway Expenses, . . .	148,045 32	45,460 46	46,281 42	239,787 20
Transportation between Falls and Philadelphia, Watchmen, Lateral Roads, Missing Coal, Superintendence, Office Expenses, and Sundries, . .	102,776 49	40,055 17	10,187 58	153,019 24
	$673,949 02	$249,042 03	$170,117 09	$1,093,108 14
Hauling and Assorting Cars in Coal Region, and at Richmond, ...	40,593 15	2,496 77	626 16	43,716 08
Contingent Expenses in Philadelphia, ...	52,383 53	13,491 43	8,599 35	74,474 31
	$766,925 70	$265,030 23	$179,342 60	$1,211,298 53

SUMMARY.

Of Total Expenses for Year,	Coal is charged with .	40.83	Cents per Ton.
" " "	Merchandise " .	53.06	" "
" " "	Through Passengers " .	1.37.98	" each.

STATEMENT P.

Description of Merchandise transported over the Philadelphia and Reading Railroad, and amount of same received in the City of Philadelphia, for the Year ending November 30, 1860.

IN TONS OF 2,000 LBS.

Description of Merchandise.	Total Received at Philadelphia.	Total Main Road and Branches.
Coal (Anthracite),	1,742,233	2,105,174
Ale, Beer, Porter, Cider, and Malt Liquors,	748	1,802
Agricultural Implements,	296	619
Blooms,	749	5,332
Bricks, Common and Fire,	43	1,418
Bituminous Coal,	68,713	80,079
Books and Stationery, Paper of all kinds,	653	1,257
Bran, Ship Stuff, Chops and Middlings,	1,694	4,670
Butter and Eggs,	1,175	1,655
Bark,	338	837
Bones and Horns,	530	547
Cotton and Wool,	243	1,474
China, Glass, and Queensware,		1,812
Clay and Sand,	247	742
Dry Goods and Carpeting,	896	3,795
Empty Bags, Barrels, and Boxes,	239	1,356
Flour (103,111 bbls. at Philada. : whole line, 158,741 bbls.)	11,136	17,144
Furniture, all kinds, and Pianos,	473	2,037
Fresh Fish, Meat, and Fruit,	2,137	4,513
Groceries, Coffee, and Tea, Confectionery, Rice,	180	6,067
Grain of all kinds,	13,330	33,842
Hams and Bacon,	8	1,625
Hardware and Cutlery, Anvils, &c.,	175	2,243
Iron Ore,		88,372
Iron (Bar, Boiler, and Cast and Steel),	7,344	13,097
Ice,	10,823	10,823
Lime,	7,102	26,269
Limestone, and all other Stone,	5,266	10,645
Leather, Hides, and Skins,	843	2,115
Live Stock,	2,928	18,694
Lead of all kinds, and Shot,	403	547
Marble of all kinds,	1,356	2,140
Machinery, Steam Engines, and Boilers,	199	1,176
Molasses and Syrups,		4,422
Malt,	7,266	8,331
Milk,	1,029	1,080
Marketing and Garden Truck,	1,444	3,958
Nails and Spikes,	2,048	3,459
Oysters,		1,103
Oil of all kinds,	47	2,117
Plaster, whole and ground,		768
Pig Iron,	17,713	52,735
Potatoes,	461	1,546
Paints and Dye Stuffs,	167	1,128
Railroad Iron, all sizes,	7,628	20,168
Rags,	654	1,141
Scrap Iron, Cast and Wrought,	148	3,449
Shingles, Shooks, and Staves,	417	2,609
Stoves, and Stove Plates of all kinds,	31	611
Seeds of all kinds,	524	976
Sugar,		4,173
Salt,		2,541
Salt Beef, Pork, and Fish,	615	2,724
Timber, Lumber, Cord Wood, Sills, and Laths,	1,991	29,428
Tobacco and Segars,	57	1,215
Whiskey, Alcohol, and Burning Fluid,	3,615	6,143
Sundries, not stated,	1,655	7,481
Total Tons,	1,930,010	2,617,224

STATEMENT R.

Lebanon Valley Branch Railroad.

Statement of its Business, Revenue, and Expenses, for the Year ending November 30, 1860.

BUSINESS.

Passengers: total number,	108,854
" " miles travelled,	2,621,190
" equal to in "through passengers" (54 miles each),	48,541

MERCHANDISE.

Anthracite coal (56,431 westward, 1,640 eastward),	58,071
Bituminous coal, eastward,	74,564
Iron ore, in both directions,	66,612
Pig iron,	25,534
Live stock,	15,644
Grain,	12,512
All other freight, of every description,	50,126
Tons of 2,000 lbs.	303,063

REVENUE.

On Lebanon Valley Branch Road exclusively:

From coal and merchandise generally,	$209,753 72
" passengers,	74,255 16
" transportation of United States mail,	5,400 00
" " of express matter, and other sources,	5,027 06
	$294,435 94

In addition to the above revenue, the following amount was received from that portion of the same merchandise and passengers which passed over the main line of the Reading Railroad:

From 208,946 tons of coal and merchandise,	$163,420 82
" 25,844 passengers,	22,365 46
	$185,786 28

EXPENSES: including total cost of working Lebanon Valley Branch.

Running account:	passenger and freight trains,	$72,517 25
Depot "	hands at depots and water stations,	4,730 97
Superintendence account:	salaries of all agents,	6,614 77
Office "	stationery, printing, &c.,	1,222 49
Roadway "	maintenance of track,	28,126 77
		$113,212 25

All the above items of business, revenue, and expenses, are included in the preceding statements of similar character of the Philadelphia and Reading Railroad.

Statement of Rails removed from Tracks, and Cost of renewing Iron per Ton carried over the Road.

Years.	Tonnage.	Number of bars removed from tracks.	In proportion to Tonnage.	Cost of Renewing Iron.	Cost per ton in cents.
1848	1,570,531	4,070	1 bar for 385	$20,650 23	1.31
1849	1,429,564	3,352	1 " 426	12,536 01	0.88
1850	1,743,680	4,219	1 " 413	12,115 07	0.69
1851	2,145,132	5,932	1 " 361	25,855 25	1.21
1852	2,122,171	7,327	1 " 303	24,954 24	1.17
1853	2,076,197	8,032	1 " 233	35,546 59	1.71
1854	2,582,563	11,112	1 " 232	67,176 08	2.60
1855	2,909,667	25,965	1 " 113	160,138 64	5.60
1856	2,815,760	31,036	1 " 91	204,502 51	7.26
1857	2,326,706	23,568	1 " 98	154,686 50	6.64
1858	2,126,881	19,761	1 " 108	128,629 15	6.49
1859	2,405,314	16,337	1 " 147	103,334 65	4.29
1860	2,819,898	19,291	1 " 146	114,420 90	4.06

Comparative Statement of the Number of Cars broken on the Philadelphia and Reading Railroad, for the years 1848 (*from July* 1, 1848, *to Nov.* 30, 1848), 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, *and* 1860.

Cause of Accidents, . . .	Broken axle.	Broken wheel.	Broken spring and pedestal.	Broken bumper lying on track.	Broken rail.	Bent axle.	Loose wheel.	Loose brake block falling on track.	Rail out of track.	Collision.	Wood falling off tanks.	Brake lever catching on sills.	Bottom of car dropping.	Pulling-bar catching on sills.	Running over cattle.	Cow-catcher catching on sills.	Running over loose wheel.	Switch wrong.	Roping cars.	Wood car breaking.	Running too fast over crossing.	Engine pushing.	Running off tracks.	Rocks sliding on tracks.	Tree falling across tracks.	Track spreading.	Car off track in passing train.	Merchandise falling off cars.	Stopping suddenly.	Switch-rod breaking.	Unknown.	Total number of accidents.	Total number of cars broken.	Number of persons killed.	Injured.	Cattle killed.
From July 1 to Nov. 30, 1848,	125	46	4	1	5	10	44			43	19	6			56			6	8							1	6			1	58	387	5	5	
Total for the year 1849, . .	233	28	19	5		3	31			23	6	29	11		37			5	5				1			3	15				35	161	489	12	5	
Total for the year 1850, . .	26	2	17	2	1	1	54			49	77	7	3		12		6	1	1	8	1	6	5	5			1				14	152	543	6	5	
Total for the year 1851, . .	219	47	7	16	5	19	24			56	28	18	4		43			22	10							2			3	3	4	168	530	13	9	42
Total for the year 1852, . .	222	40	1	5	1	5	45		4	86	10	6	1	5	11	2		3	11	3			2								3	185	467	20	3	36
Total for the year 1853, . .	219	49	12	4	1	21	16			116	9	10	4		42			6	14			2	4					1	1		5	165	541	24	9	22
Total for the year 1854, . .	191	33	4	3	38	15	53	47	16	174		57	7		19			16	2					8		12	1	2			185	651	20	13	30
Total for the year 1855, . .	132	28	4	28	1	59	40	53		174		12	6	15	12			24	3			1		3				2		2	179	619	29	7	46
Total for the year 1856, . .	102	96	3	5	10	12	13	19		93		2						28							4	12		11		12	170	422	28	11	19
Total for the year 1857, . .	40	17	6			19	13	8		28			5					1	4							15	8	4			66	170	9	7	18
Total for the year 1858, . .	1		1			10	4			43	1				2				1		8							3	4		19	76	13	13	36
Total for the year 1859, . .	1		3	4		1	6	6		31								2										2			27	56	19	5	65
Total for the year 1860, . .	15	1	3	1		1				42		6						1				2	8				1				25	81	14	9	51

RECAPITULATION.

From July 1 to December 1, 1848, 1 car broken for every 1.485 tons of coal carried.

In the year 1849, " " 2,292 " "
1850, " " 2,490 " "
1851, " " 3.114 " "
1852, " " 3,534 " "
1853, " " 2.875 " "
1854, " " 3.054 " "
1855, " " 3.574 " "
1856, " " 4,950 " "
1857, " " 10,057 " "
1858, " " 27.985 " "
1859, " " 42.952 " "
1860, " " 34,814 " "

NOTE.—Of the number of persons killed on the road in 1860, 11 were strangers; and of the injured 5 were strangers.

TABLE,

Showing the Business of the Philadelphia and Reading Railroad (each item monthly),

for the Year ending November 30, 1860.

	December, 1859.	*January*, 1860.	*February*. 1860.	*March*, 1860.	*April*, 1860.	*May*, 1860.	*June*, 1860.	*July*, 1860.	*August*, 1860.	*September*, 1860.	*October*, 1860.	*November*. 1860.	Totals.
Travel, ...	23,975 71	21,269 59	22,165 09	25,373 76	30,081 58	26,421 54	28,136 87	31,181 10	34,245 48	35,671 15	30,969 91	23,867 66	333,359 44
Freight on Goods and													
Bituminous Coal, . . .	45,172 18	41 502 01	42.807 88	57.608 80	53,114 64	53.775 33	48.015 20	41.787 15	49.100 38	51.607 03	66,148 21	48.981 07	599,619 88
Tolls on Anthracite Coal,	172,152 99	96 168 50	102,795 91	169,808 48	160,773 22	180.581 83	197.907 37	237.789 25	250.073 71	248.487 06	267.457 16	244.162 14	2.328.157 52
United States Mail, . . .	1,634 83	1,634 83	1,634 83	1,634 84	1.634 83	1.634 84	1,634 83	1,634 83	1.634 84	1.634 83	1.634 83	1.634 84	19.618 00
Miscellaneous Receipts, .	3,041 08	2.975 92	2,437 76	2 983 69	2.506 01	2.597 17	2,575 29	2,413 92	2,440 53	2,511 16	2.746 43	2,562 41	31,791 37
	$ 245.976 79	163.550 85	171.841 47	257.409 57	248.110 28	265.010 71	278.269 56	314.806 25	337.494 94	339,911 23	368,956 44	321.208 12	3.312.546 21
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Anthracite Coal Tonnage.	142,006 1/2 0 7	79,959 2/2 0 6	86,459 1/2 0 1	149,396 2/2 0 2	146,765 1/2 0 3	162,015 2/2 0 5	175,716 2/2 0 4	194,889 1/2 0 2	197,893 1/2 0 9	178,475 2/2 0 9	191,235 1/2 0 0	173,343 2/2 0 7	1,878,156 2/2 0 5

DR. *"Iron Foundry," Reading Depot, in account with Philadelphia and Reading Railroad Company.* CR.

1860.					1860.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz.:				Nov. 30.	By Sundries made during the Year, viz.:	Pounds.		
"	Wages of all Founders, Moulders, Laborers, Carpenters at Flasks, &c., for year,			$16,473 18	"	4,166 Car, Tender, and Truck Wheels,	1,764,412		
"	Pig Metal,	691.1	Tons.	19,343 99	"	103 Engine driving, do.	78,477		
"	Scrap Castings,	930.		19,194 95	"	96 Chairs for Tracks,	1,549		
"	Anthracite Coal,	706.		1,406 00	"	433 Frogs,	212,894		
"	Wrought Iron and Steel,	3.2		325 03	"	All other Castings for Engines, Cars, and Trucks,	1,446,793		
"	Iron Castings,	7.8		350 64			3,504,125	2¼ cts.	$78,842 81
"	Timber and Lumber,	15,857	Feet.	348 22					
"	Bituminous Coal,	55	Bush.	6 72					
"	Hardware,			184 81					
"	Firebrick, Sand, Clay, &c.			529 33					
"	Files and Tools,			29 37					
"	Car Gearing,			52 04					
"	Oil,	35	Galls.	46 69					
"	Flour, Leather, Charcoal, and Sundries,			318 81					
"	Cost of handling and hauling all materials,			2,106 75					
				60,716 53					
"	Balance,			18,126 28					
				$78,842 81					$78,842 81

By balance being difference between Cost to Company and Market Value of Product of Iron Foundry for Year, ... $18,126 2 8

DR. *"Brass Foundry," Reading Depot, in Account with Philadelphia and Reading Railroad Company.* CR.

1860.					1860.				
Nov. 30.	To Sundries, being total expenses of every description, for 12 months, ending this date, viz.:				Nov. 30.	By Sundries made during the Year, viz.:	Pounds.		
"	Wages of Brass Founder, and all assistants for year, ...			$1,496 16	"	164 White Metal Boxes, for Cars and other Machinery, . . .	363		
"	Scrap Copper, Brass, Zinc, &c., ...	28.4	Tons.	9,469 05	"	All other White Metal Castings, . . .	37,139		
"	New Copper, Zinc, &c., .	27,152	lbs.	3,607 88			37,502	20 cts.	$7,500 40
"	Anthracite Coal, . .	30	Tons.	60 00	"	1,632 Brass Boxes for Engines, Cars, and other Machinery, . . .	12,645		
"	Hardware, Files, &c., .			11 14			30,637		
"	Black Lead, Pots, &c., .			140 89	"	All other Brass Castings,			
"	Iron Castings, . . .	.3	Tons.	16 98			43,282	29 cts.	12,551 78
"	Wrought Iron, Steel, and Boiler Iron, . . .	.1	"	10 59					
"	Timber and Lumber, .	419	feet.	9 07					
"	Fire Brick, Lime, &c., .			18 92					
"	Cost of hauling and handling all Materials, .			57 00					
				14,897 68					
"	Balance, ...			5,154 50					
				$20,052 18					$20,052 18
						By Balance, being difference between Cost to Company and Market Value of Product of Brass Foundry for Year, ...			$5,154 50

DR. *"Steam Tilt Hammer Shop," Reading Depot, in Account with Philadelphia and Reading Railroad Company.* CR.

1860.					1860.				
Nov. 30,	To Sundries, being total expenses of every description for 12 months, ending this date, viz.:				Nov. 30,	By Sundries, being total produce of Shop for year ending this date, viz.:			
"	Wages of Heaters, Hammermen, and all Mechanics and Laborers for Year, ...			$8,014 92	"	224.8 Tons of Bar Iron, hammered to pattern sizes, as Engine Frames, Brake Levers, Coupling Hooks, Truck Frames, Pedestals, &c. &c., . .		$85	$19,108 00
"	Scrap Wrought Iron, .	377.7	Tons.	11,875 08	"	1,367 Car, Tender, and Truck Wheels, . .	376,133	4¼ cts.	15,985 65
"	Anthracite Coal, . .	1,564	"	3,128 00	"	66 Engine Axles, . .	35,605	5 "	1,780 25
"	Bituminous Coal, . .	1,126	Bus.	180 16	"	29 Engine Tires, hooped ready for use, . .	22,921	11 "	2,521 31
"	Iron Castings, . . .	8.6	Tons.	385 68	"	6·2 Tons Scrap Castings, .			110 39
"	Wrought Iron, Steel, and Blooms, ...	129.5	"	6,442 60					
"	Tire Bars used, . .	2.	"	272 41					
"	Timber and Lumber, .	9.464	Feet.	203 63					
"	Hardware, Files, & Tools,			15 49					
"	Engine Gearing, . .			84 71					
"	Oil, ...	113	Gals.	162 49					
"	Fire Brick, Sand, Lime, &c.,			476 45					
"	Black Lead, Ropes, Packing Yarn, &c., . .			118 82					
"	Scrap Steel, &c., . .	10.1	Tons.	454 80					
"	Tallow, Lard, Cotton Waste, &c, . . .			58 30					
"	Cost of hauling and handling all materials, .			1,774 25					
				33,647 79					
"	Balance, ...			5,857 81					
				$39,505 60					$39,505 60
						By Balance, being difference between Cost to Company and Market Value of Product of Steam Tilt Hammer Shop for Year, ...			$5,857 81

Condensed Table, showing the principal items of Revenue, Expense, and Working of the Philadelphia and Reading Railroad, from January 1, 1843, to November 30, 1860.

Year ending Nov. 30.	Gross Receipts.				Total Expenses.				Tonnage.			
	Coal.	Passengers.	Merchandise.	Total.	Transportation Department.	Roadway Department.	Dumpage.	Total.	Tons Coal.	Tons Merchandise.	Tons Materials.	Total.
	$	$	$	$	$	$	$	$	2,240 lbs.	2,000 lbs.	2,000 lbs.	2,000 lbs.
1843	278,840	71,895	37,927	394,318	164,549	50,374		214,923	218,711	17,534	54,787	322,125
1844	445,509	92,362	49,293	597,613	244,149	85,293		329,442	421,985	20,472	160,138	659,299
1845	886,939	103,411	60,588	1,060,381	385,492	121,228	51,095	557,815	814,279	26,039	102,408	1,046,812
1846	1,600,667	141,749	137,584	1,889,714	620,682	142,968	69,360	833,010	1,188,258	74,971	101,471	1,515,473
1847	1,698,664	156,201	136,220	2,002,946	836,077	132,780	75,827	1,044,685	1,360,681	71,718	165,493	1,770,916
1848	1,386,605	174,959	117,458	1,692,556	800,285	143,384	88,194	1,031,863	1,235,044	58,123	118,676	1,570,531
1849	1,648,900	155,908	106,347	1,933,590	666,957	140,990	75,536	883,483	1,097,762	51,204	145,503	1,429,564
1850	2,071,731	148,379	125,822	2,360,786	722,533	154,780	89,743	967,056	1,351,507	63,625	157,450	1,743,680
1851	2,018,871	152,432	123,672	2,294,975	787,484	160,569	98,842	1,046,895	1,650,270	63,807	219,731	2,145,132
1852	2,150,677	168,430	138,964	2,480,626	785,257	202,132	98,351	1,085,740	1,650,912	75,769	181,217	2,122,171
1853	2,254,694	225,763	180,612	2,688,288	782,213	178,480	87,470	1,048,163	1,582,248	107,853	174,161	2,076,197
1854	3,253,823	272,368	231,627	3,781,640	1,117,140	220,210	105,125	1,442,475	1,987,854	140,801	187,591	2,582,563
1855	3,664,095	301,952	325,851	4,291,898	1,093,195	285,643	119,021	1,497,859	2,213,292	154,384	247,478	2,909,667
1856	3,242,458	288,427	348,699	3,879,584	1,117,504	324,168	130,999	1,572,671	2,088,903	198,886	236,700	2,815,760
1857	2,412,923	322,612	329,986	3,065,522	962,576	266,588	12,103	1,241,267	1,709,692	184,617	182,512	2,326,706
1858	1,865,693	309,142	335,915	2,510,751	762,255	223,309		985,564	1,542,646	187,729	170,603	2,126,881
1859	1,883,685	365,720	474,888	2,724,293	794,011	233,578	27,260	1,054,849	1,632,932	334,609	196,104	2,405,314
1860	2,328,158	333,359	599,620	3,312,546	851,974	239,787	104,455	1,196,216	1,946,195	423,523	160,084	2,819,898

Condensed Table, showing the principal items of Revenue, Expense, and Working (continued).

Year ending Nov. 30.	Passengers.		Cost of transp'tation.			Locomotive engines.				Coal & freight cars.		Passenger cars.		State road cost.	R. R. bars used in repairs.	Wood used, Cords.	Coal used, Tons.	Oil used, galls.	Number miles.	
	Total number.	Equal to through	Coal per ton.	Md'se per ton.	Pass'ger through each.	Total.	Miles ran.	Aver. of coal trains.	Cost of repairs.	Total number.	Cost of repairs.	Total number.	Cost of repairs.						Main track open.	Double track.
	No.	No.	Cts.	Cts.	Cts.	No.	Miles.	Tons.	$	No.	$	No.	$	$	Tons.	Cords.	Tons.	Galls.	Miles.	Miles.
1843	56,554	26,424	46.00	66.5	38.7	39	393,192	162	13,224	1,800	14,319	14	903	14,472	2	15,555		5,797	95	10
1844	66,503	33,979	41.08	64.7	37.3	47	613,041	194	27,733	2,731	38,663	14	3,108	22,087	26	24,148		12,149	95	92
1845	63,719	33,146	37.01	75.7	43.1	54	810,285	295	29,941	3,444	48,775	14	4,112	25,869	56.6	43,218		24,684	95	93
1846	88,641	45,155	38.89	75.6	44.4	72	1,014,102	360	47,232	5,075	77,287	14	5,109	39,545	235	68,006		45,672	95	95
1847	97,463	49,604	45.84	85.9	47.2	77	1,184,272	354	74,916	5,108	119,680	16	6,427	50,374	312.2	90,717		40,565	95	95
1848	105,720	55,509	45.05	93.9	56.7	84	1,136,572	377	92,430	5,086	137,930	22	8,396	52,482	666.2	66,686		43,761	95	95
1849	95,577	49,097	43.62	82.4	66.5	86	1,047,014	372	80,764	5,086	140,763	22	6,326	38,458	521.8	50,264		28,561	95	95
1850	92,726	46,041	40.69	67.3	73.7	92	1,233,144	372	76,245	5,117	163,780	20	7,880	40,313	670.7	53,997	4,345	42,845	95	95
1851	127,590	57,593	38.54	69.2	69.9	89	1,461,772	368	97,750	5,136	153,771	28	8,445	17,587	1,045.1	61,222	9,663	44,062	95	95
1852	155,164	69,579	35.36	77.5	86.8	103	1,517,931	366	99,027	5,241	160,436	30	11,638	17,198	1,319.8	52,990	15,963	37,083	98	98
1853	211,819	92,657	35.07	76.8	62.9	103	1,466,894	384	119,696	5,476	155,531	38	8,088	21,191	1,571.5	38,376	24,971	33,456	98	98
1854	266,631	105,219	41.06	81.7	74.2	121	1,674,403	409	214,134	5,703	242,892	45	14,726	25,684	2,121.6	31,544	40,178	45,330	98	98
1855	277,617	111,822	33.61	80.01	84.49	141	1,948,225	423	201,205	5,724	205,923	54	14,389	35,734	4,985.9	28,140	52,145	52,315	98	98
1856	282,300	106,205	35.21	67.85	100.42	141	1,942,317	412	233,572	5,719	217,959	58	18,901	39,686	5,933.7	23,274	51,020	43,940	98	98
1857	291,679	107,039	36.03	68.54	70.1	142	1,707,366	411	197,833	5,755	174,550	58	13,629	34,104	4,794.2	20,334	47,894	39,066	98	98
1858	285,651	104,519	27.74	62.8	73.9	142	1,570,482	422	151,493	5,634	120,260	58	12,025	25,066	4,440.	14,721	39,281	33,782	152	98
1859	379,406	126,076	23.02	47.6	96.5	144	1,702,257	436	153,337	5,695	122,283	64	16,189	11,473	3,332.	15,648	41,333	33,800	152	98
1860	385,304	129,978	21.74	38.61	87.44	145	1,852,485	443	158,376	5,596	147,417	64	16,850	11,081	4,231.	10,560	51,703	44,023	152	98

Statement of Materials on Hand, November 30, 1860.

	Items.	Quantity.	Description.	Value.	Total Value.
Wood,		5,871	Cords.		$15,470 75
Oil,		4,370	Galls.		3,299 44
Tallow, Lard, &c.,	Tallow, &c.,	2,328	lbs.	256 08	
	Cotton Waste,	2,061	"	167 03	
					423 11
Anthracite Coal,		707	Tons.		1,415 42
Bituminous Coal,		4,193	Bush.		627 70
Wrought Iron and Steel,	Bar Iron,	154.3	Tons.	10,054 16	
	Boiler & Sheet,	33.8	"	3,718 00	
	Steel,	16.0	"	3,251 39	
					17,023 55
Pig Iron,		33.2	"		1,168 05
Iron Castings,		13.	"		553 37
Axles,	Car,	667	No.	5,874 00	
	Engine,	47	"	940 00	
					6,814 00
Engine Tires,	Hooped,	25	"	2,028 00	
	Bar,	24	"	2,193 00	
					4,221 00
Copper and other Metals,	Copper,	5,048	lbs.	1,615 36	
	Brass,				
	Lead,	1,253	"	87 71	
	Ant., Tin, &c.,	2,382	"	253 12	
					1,956 19
Engine Gearing,	Eng. Gearing,		$	43,310 41	
	" Springs,	99	No.	792 00	
	" Tubes,		$	673 49	
					44,775 90
Car Gearing,	Car Gearing,		"	16,855 02	
	" Springs,	146	No.	584 00	
					17,439 02
Files and Tools,			$		21,241 25
Hardware,			"		4,785 31
Paints and Oils,			"		1,336 76
Timber and Lumber,		1,559,410	Ft. B.M.		24,513 13
Wheels,		1,214	No.		9,108 00
New Railroad Iron,		831.4	Tons.		41,953 26
Chairs, Frogs, and Spikes,		41.0	"		2,011 03
Sills,		11,455	No.		4,869 32
Scrap Wrought Iron,		104.6	Tons.		3,199 13
Old Railroad Iron,		1875.1	"		63,470 76
Scrap Cast Iron,		274.9	"		6,157 94
Scrap Steel and other Metals,		19.1	"		3,955 71
Horse Feed and Stable Furniture,			$		1,356 80
Sundries, Ropes, Blocks, &c.,			"		1,836 39
Stone, Lime, &c.,			"		1,685 61
Workshop Account,			"		5,652 33
Total value of Materials on hand,					$312,320 23

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Railroad Company, held January 14, 1861, *the following Resolutions were adopted:—*

Resolved, That the Report of the Board of Managers this day presented and read, be, and the same is, hereby approved, accepted, and adopted.

Resolved, That the Board of Managers be, and they are hereby authorized, at their discretion, to carry into effect any of the measures proposed in their report, and if in their opinion needful, to enter into any contracts or agreements for that purpose.

Resolved, That the Board of Managers be, and they are hereby authorized to enter into such contracts with respect to connecting roads as they may deem advisable.

Resolved, That the powers and authorities conferred upon and granted to the Board of Managers, by the Resolutions passed at the last annual meeting, be and the same are hereby continued.

Resolved, That a vote of thanks be, and the same is hereby presented to the President and Board of Managers, for the very efficient and satisfactory manner in which the affairs of the Road have been conducted during the past year.

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Railroad Company, held January 14, 1861, *the following gentlemen were unanimously elected Officers for* 1861.

PRESIDENT.

Asa Whitney.

VICE-PRESIDENT.

J. Dutton Steele.

MANAGERS.

J. Dutton Steele,
Wm. Sellers,
Robert Kelton,
Charles E. Smith,
H. Pratt McKean,
S. M. Felton.

TREASURER.

Samuel Bradford.

SECRETARY.

W. H. McIlhenney.

REPORT

OF THE

PRESIDENT AND MANAGERS

OF THE

PHILADELPHIA AND READING RAILROAD CO.

TO THE

STOCKHOLDERS,

January 13, 1862.

PHILADELPHIA:

MOSS AND CO., 430 MARKET ST.

1862.

REPORT

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PHILADELPHIA:

MOSS AND CO., 430 MARKET ST.

1862.

TO

THE STOCKHOLDERS

OF THE

Philadelphia and Reading Railroad Company.

The Managers submit the following

REPORT

Of the receipts and expenditures for the year ending November 30th, 1861, with the Treasurer's general balance sheet, exhibiting the financial condition of the Company at that date.

TRANSPORTATION AND INCOME ACCOUNT FOR 12 MONTHS ENDING NOVEMBER 30, 1861.

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.				DR.	CR.
			Receipts of the Road.				
			Travel 368,651, equal to 140,451 through Passengers, .				$338,904 69
			Freight on Merchandise, 324,958 Tons, . . .				406,321 22
			Freight on Coal, 1,639,535 07.20 Tons @ 1.28.75 cts., .				2,111,023 39
			United States Mail, ...				19,618 00
			Miscellaneous Receipts, ...				29,971 43
							2,905,838 73
			Working Expenses:				
			Running Account.				
			Fuel, Wood, 7738 Cords, . . .	$20,940 11			
			Cutting, Loading, &c., ...	12,089 43			
					$33,029 54		
			Coal, 38,964 Tons Anthracite, ...		67,019 14		
			Oil, 32,998 Gallons, ...		22,975 24		
			Tallow, Lard, Grease, and Cotton Waste, . . .		6,384 24		
			Wages of Engineers, Firemen, Conductors, and all hands, ...		169,095 56		
			Tolls paid City Railroad, &c , ...		1,931 50		
			Hauling and assorting Cars at Sch. Haven,	10,781 57			
			Do. do. do. Richmond,	13,295 65			
			Do. do. do. Port Carbon,	10,225 43			
					34,302 65		
			Paid for Coal lost by accidents, ...		840 90		
			Do. Use of Private Cars, ...		22,528 57		
$217,326 24	$75,283 62	$78,780 04	Do. Sundries, Telegraph, Water Rents, &c , .		13,282 56		
						$371,389 90	
			Workshop Account.				
			Wages of all Machinists, Blacksmiths, Carpenters, &c., ...		189,582 36		
			Bar Iron, Steel, Blooms, &c , ...		17,853 19		

			Pig Iron for Foundry,		8,683 89		
			Copper, Spelter, Tin, Lead, &c.,		7,145 97		
			Timber and Lumber,		16,331 87		
			Coal used in Shops, Anthracite,	4,261 59			
			Do. do. Bituminous,	1,593 57			
					5,855 16		
			Wheels, Axles, and Tires, made at Iron Foundry and Tilt-Hammer Shop,		25,205 11		
			Hardware, Paints and Oils, Leather, Stone, Lime, and Repairs of Tools,		9,956 91		
			Sundries, Patents, &c,		2,054 98		
					282,669 44		
			Repairs of 145 Engines,	134,097 61			
			Do. 5,608 Coal Cars,	94,695 80			
			Do. 1,065 Merchandise Cars,	27,817 51			
			Do. 65 Passenger Cars,	16,976 42			
			Work at Depots, Stationary Engines, Wood Cutting, &c.,	9,082 10			
				282,669 44			
183,744 94	62,187 40	36,737 10				282,669 44	
			Depot Account.				
			Wages of all hands,		34,869 65		
			Do. Watchmen,		16,624 89		
			Pumping Water, Coal, Materials, and Horse Hire,		8,988 88		
30,846 53	24,302 25	5,334 64				60,483 42	
			Superintendence Account.				
			Salaries of all Officers, Agents, &c., on the Road,		51,098 44		
			Stationery at all Depots and Offices on the Road,		8,500 50		
			Contingent Expenses, Law, Travelling, Advertising, Stationery, Salaries, &c., Phila. Office,		64,988 52		
86,296 51	23,024 15	15,266 80				124,587 46	
			Lateral Railroads Expenses.				
4,890 36	342 33	201 05	Salaries and other Expenses,			5,433 74	
523,104 58	185,139 75	136,319 63		Carried forward,		844,563 96	2,905,838 73

TRANSPORTATION AND INCOME ACCOUNT—*Continued.*

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.			DR.	CR.
523,104 58	185,139 75	136,319 63	Brought forward,		844,563 96	2,905,838 73
			Roadway Department.			
			For Repairs and Renewal of			
			ROADWAY, 415.97 miles, Single Track.			
			Raising and Repairing Tracks,	$57,393 24		
			Ballast and Broken Stone,	10,019 80		
			Clearing Side Ditches,	5,045 37		
			Walls and Embankments,	5,642 19		
			76,063 Sills and Creosoting,	33,997 70		
			Timber and Lumber,	3,000 59		
			Spikes and Nails,	3,352 88		
			Chairs,	9,801 54		
			Frogs,	6,745 32		
			Switches,	4,480 81		
			Sidings and Coal Shutes,	6,645 74		
			Tools and Hardware,	4,080 68		
			Oil and Sundries,	5,039 62		
90,192 05	28,953 82	36,099 61			155,245 48	
			BRIDGES.			
			Stone Bridges,	1,857 16		
			Iron Bridges,	253 07		
			Wooden Bridges,	5,335 63		
			Farm and Road Bridges,	1,196 82		
5,012 75	1,642 11	1,987 82			8,612 68	
			BUILDINGS.			
			Passenger and Freight Depots,	8,476 54		
			Engine Houses,	582 65		
			Water Stations and Wood Sheds,	1,971 34		

			Workshops,	314 79	
			Dwelling Houses,	2,647 83	
8,116 03	2,658 70	3,218 42			13,993 15
			MACHINERY.		
			Standing Machinery,	2,928 64	
			Labor in Yards,	4,417 19	
			Expenses of all Engines used in this Departm't,	14,669 52	
12,168 90	4,782 92	5,063 53			22,015 35
			RICHMOND WHARVES.		
			Trestle Work,	4,516 04	
			Replanking,	9,499 24	
			Shutes,	1,860 59	
			Tracks and Switches,	824 13	
			Docks and Wharves,	2,399 69	
19,099 69					19,099 69
			POLICE.		
			Watchmen at Bridges,	6,265 20	
			Do. Stations,	2,565 50	
			Do. Tunnels and Crossings,	6,578 17	
8,937 15	2,927 68	3,544 04			15,408 87
			SUNDRIES.		
			Clearing Ice and Snow,	326 54	
			Repairing Telegraph,	2,472 38	
			Coal,	704 84	
			Superintendence, &c.,	7,988 71	
6,999 81	2,293 04	2,775 78	Sundries,	576 16	
673,630 96	228,398 02	189,008 83	Or 1 34 57 cents per through Passenger.		12,068 63
		228,398 02	" 70.28 " Ton Merchandise.		
		673,630 96	" 41.00 " Ton Coal.		
		1,091,037 81	Total Expenses, Working and Repairing Road and Machinery, ... Carried forward,		1,091,037 81
					2,905,838 73

TRANSPORTATION AND INCOME ACCOUNT—*Continued.*

			DR.	CR.
Brought forward,			1,091,037 81	2,905,838 73
Drawbacks and Allowances.				
Dumpage,	$75,724 94			
Freight on Missing Coal,	976 92			
Errors in Freight and Toll Bills,	1,129 75			
		$77,831 61		
Motive Power on Lateral Railroads,		7,216 30		
Rents and Ground Rents,		53,759 53		
State, County, and City Taxes,		14,441 45		
Profit and Loss, Interest, Damages, &c.,		10,014 28		
Rent of Coal and Merchandise Freight Cars,		15,406 99		
Insurance Account,		12,425 46		
			191,095 62	
				1,282,133 43
Net Profit for the Year,				1,623,705 30
Interest on Bonded Debt.				
Coupons due 1st April, 1861, 1½ per cent. on 1850 and 1870 Bonds, $3,103,600, 3 months, @ 1½ per cent.,		46,554 00		
Coupons due 1st July, 1861, on 1867, 1880, and 1886 Bonds,				
6 per cent. Bonds, per Rpt. Nov. 30, '60, $6,264,300				
Less, bought with Sinking Fund, 59,500				
$6,204,800 @ 3 per cent.	$186,144 00			
5 per cent. Bonds, per Rpt. Nov. 30, '60, 628,800				
Less, bought with Sinking Fund, 28,800				
600,000 @ 2½ per cent.	15,000 00			
7 per cent. Bonds, per Rpt. Nov. 30, '60, 1,500,000				
Less, bought with Sinking Fund, 25,000				
1,475,000 @ 3½ per cent.	51,625 00			
		252,769 00		

Coupons due 1st October, 1861, on 1850 and 1870 Bonds, 3,103,600 @ 3 per cent.,			93,108 00	
Coupons due 1st January, 1862, on 1867, 1871, 1880, and 1886 Bonds,				
6 per cent. Bonds, $6,640,800	@ 3 per cent.	199,224 00		
5 do. do. 600,000	@ 2½ do.	15,000 00		
7 do. do. 1,475,000	@ 3½ do.	51,625 00		
			265,849 00	
Coupons due 1st April, '62, on 1850 and 1870 Bonds, $3,103,600, 3 mo's @ 1½ per cent.,			46,554 00	
Total Interest on Bonded Debt for 1861,				704,834 00
One Year's Interest on Bonds and Mortgages, per Report Nov. 30, 1860, $511,450				
Added this year, $83,750				
Less, paid off this year, 3,000				
		80,750		
	$592,200 @ 6 per ct.,			35,532 00
Total Interest for the Year,				740,366 00
Renewal Fund.				
5 cents per 100 Tons on 421,599,695 Tons transported one mile during 12 months ending November 30th, 1861,				210,799 84
				951,165 84
Dividend Fund for the Year,				672,539 46
Which has been disposed of as follows:				
Sinking Fund, Loan 1836–67 and '80,		$25,000		
Sinking Fund, Loan 1849–70,		75,000		
Sinking Fund, Loan 1856–86,		50,000		
			150,000 00	
State Tax on Capital for 1861,			15,928 25	
Dividend on Preferred Stock, 7 per cent. on $1,551,800,			108,626 00	
Accrued Interest for 1861 on Reserved Dividends Preferred Stock,			24,065 43	298,619 68
Balance of Dividend Fund, 1861,				373,919 78
Add balance Reserved Fund, 1860,				406,822 62
Total Reserved Fund,				$780,742 40

At the commencement of the season it was hoped to maintain the same arrangements and prices as had been secured for the previous year.

The great development of the civil war caused such disturbance in all business arrangements that a loss in tonnage, both in coal and merchandise, necessarily ensued. This was the inevitable consequence of the disturbed state of our country, and its extent will be seen in the following statement of the comparative results of this and the preceding year.

Tabular statement in detail for each branch of traffic, showing the comparative results of the year:

	1860.		1861.		
Travel,	129,978 Pass'rs,	$333,359	140,451 Pass'rs,	$338,905 Inc.	$5,546= $1\frac{6}{10}$
Mdse.,	499,727 Tons,	599,620	324,958 Tons,	406,321 Dec.	193,299=$32\frac{2}{10}$
Coal,	1,878,156 "	2,328,158	1,639,535 "	2,111,023 "	217,135= $9\frac{3}{10}$
Mail,		19,618		19,618	
Miscellaneous,		31,791		29,971 "	1,820= $5\frac{7}{10}$
Gross Receipts,		3,312,546		2,905,838 "	406,708=$12\frac{3}{10}$
Gross Expenses,		1,686,562		1,492,933	
Net Profits,		$1,625,984		$1,412,905 "	213,709

Gross expenses, including Renewal Fund, in the
Year 1860 were $50\frac{88}{100}$ of Gross Receipts.
" 1861 " $51\frac{38}{100}$ " " Increase, $\frac{50}{100}$.

The receipts and expenses for each, per passenger and per ton, have been as follows, viz.:

	1860.		1861.	
Per Passenger,	Cost, $1 38	Rec'd, $2 $57\frac{5}{10}$	Cost, $1 $34\frac{5}{10}$	Rec'd, $2 $41\frac{3}{10}$
Merchandise, per Ton,	" 53	" 1 $19\frac{9}{10}$	" $70\frac{2}{10}$	" 1 $25\frac{4}{10}$
Coal, per Ton,	" $40\frac{8}{10}$	" 1 $24\frac{9}{10}$	" 41	" 1 $28\frac{2}{10}$

The gain in the number of passengers carried arises chiefly from the transportation of soldiers.

The expense of transporting miscellaneous merchandise per ton, for each of the last ten years has been as follows:

Year embraced in Report of January,	1853,	cents 109.52	per ton.
" "	1854,	" 105.50	"
" "	1855,	" 105.61	"
" "	1856,	" 108.00	"
" "	1857,	" 95.09	"

Year embraced in Report of January,	1858,	cents	99.13	per ton.
" "	1859,	"	95.31	"
" "	1860,	"	74.73	"
" "	1861,	"	53.06	"
" "	1862,	"	70.28	"

The small cost of 53 cents per ton set down for the year embraced in the Report of January, 1861, arises from the fact that Broad Top Coal, in the commencement of that trade, was classed with merchandise. It is now placed with the other coal.

From this cause, viewing the year embraced in the Report of January, 1861, as unsuitable for comparison, it will be seen that the present year exhibits a reduction in cost of this item of 6½ per cent. as compared to the year embraced in the Report of January, 1860, and a reduction of 40 per cent. as compared to the cost of the eight preceding years.

The result of the year's business, as condensed from Transportation and Income Account, may be stated thus:

Gross Receipts,		$2,905,838 73
Deduct working expenses, including Renewal Fund,		1,492,933 27
Profits, or receipts over cost of working the road,		$1,412,905 46
From which deduct interest on		
Bonded debt,	$704,834 00	
Bonds and Mortgages,	35,532 00	
		740,366 00
Leaving for net profit or Dividend Fund,		$672,539 46
This has been credited as follows:		
Sinking Funds,	$150,000 00	
State Tax on Capital,	15,928 25	
Dividend on Preferred Stock,	108,626 00	
Accrued interest on previous Preferred Stock Dividends not paid,	24,065 43	
		298,619 68
Balance carried to Reserved Fund, 1861,		$373,919 78
Amount to credit of Reserved Fund, 1860, per Report of Nov. 30, 1860,	$425,904 86	
Out of which has been paid sundry drawbacks on traffic for 1860,	19,082 24	
		406,822 62
Total Reserved Fund,		$780,742 40

After deducting all expenses, including Renewal Fund and interest on the bonds, the net profits are $672,539 46, which is equal to $5\frac{82}{100}$ per cent. on all the outstanding stock, common and preferred, or to 7 per cent. on the preferred, and $5\frac{64}{100}$ per cent. on the common stock.

The operations of the Transportation Department are stated in detail in the annexed report of the General Superintendent, and the tabular statements which accompany it.

The report of the Engineer fully exhibits the condition of the Roadway Department.

The charges to Construction or Capital Account during the year have been:

For Real Estate at Willow St. Wharf, and at Broad and Callowhill Sts.,		$104,750 00
For locomotive engines and cars on the payment of sums due according to the leases of		
710 coal cars,	$149,250 00	
126 merchandise cars,	68,100 00	
200 coal cars for Broad Top trade,	87,014 50	
2 cars built,	1,564 76	
12 truck cars bought,	1,350 00	
1050 cars. Total cost,		307,279 26
For Lebanon Valley branch, land damages and second track,		34,606 32
For Schuylkill and Susquehanna and Allentown Railroad Stock,		517,865 33
		$964,500 91

By these payments the rolling stock of the Company has been increased 1050 cars. This subject was referred to in the last Report, but the payments have been made during the past fiscal year. There remained on this account to be paid $31,800; on the settlement of which the Company will receive 53 additional cars. This will fulfil all the obligations of the Company under the car leases.

The merchandise cars that have been acquired by the Company were those included in an arrangement made in 1856 with the Catawissa and the Williamsport and Elmira Railroad Companies for the lease of 179 merchandise cars, valued at $99,900, for five years. Previous to the termination of the lease, notice was given to the other Companies interested of our desire to pay off the principal at its maturity, and become the owners of the cars. $73,500 has been paid, and the title acquired

to this Company exclusively to 135 of them. The remainder will be paid as it becomes due, and the cars become the property of the Company.

The demand for Broad Top coal having largely increased during the year, one hundred eight-wheeled coal cars, in addition to the three hundred referred to in the last Annual Report, have been added to the number exclusively devoted to that trade; the cost of which was defrayed jointly by the Pennsylvania Railroad and by this Company.

The lessees of the old depot building at the corner of Broad and Cherry Streets not being able to comply with the terms of their lease, surrendered the premises, and they have been let to the United States for a Military Hospital for one year or the war, at their option.

The transportation of live stock chiefly for the New York Market via Allentown and Easton, has reached 35,411 tons; an increase of 264 per cent. over last year.

The net profits on the Lebanon Valley Branch during the past year have been equal to the interest (7 per cent.) on the bonds issued for its construction, and 5 per cent. on the remainder of its cost.

During the past year the Board of Managers decided that the true interests of the Company and that of the miners in Schuylkill County, would be promoted by securing by lease or purchase, the control of some of the lateral railroads, leading from the main line of the road to the coal mines. The effect of this, it was believed, would be to introduce a more efficient administration, and to reduce the charges for toll and transportation; and thus effect a reduction in the cost of placing coal at tidewater at Philadelphia.

For this purpose, leases have been concluded with the roads leading by Mill Creek, over the Broad Mountain into the second coal field at Ashland, with some branches in the Schuylkill and Mahanoy valleys.

The only portion of the line which is unfinished is about three miles near Ashland, upon which the grading is completed, and the rails are now being laid. It will all be ready for traffic on the opening of navigation next spring. In the exercise of the general authority given to the Board of Managers at the last Annual Meeting, a majority of stock has been purchased in the Allentown Railroad, and in the Schuylkill and Susquehanna Railroad. The road of the latter Company leads from Auburn on the line of the Reading Railroad, eighty-three miles from Philadelphia, to Rockville, at the east end of the Pennsylvania Railroad Company's bridge across the Susquehanna river, a distance of fifty-four miles. The road is entirely free from floating debt, and is subject to one mortgage of $97,000, at 6 per cent. interest.

This purchase entirely obviates the necessity of the construction of an

extension of the Lebanon Valley Road to Dauphin, estimated to cost about $200,000, and which was authorized to be made by the stockholders at their Annual Meeting in January, 1860.

The cost of these purchases was $517,865 33, of which $81,865 33 was paid in cash; and the bonds of the Company, dated July 1st, 1861, have been issued for the balance, $436,000; bearing 6 per cent. interest, redeemable in ten years, with a sinking fund attached of 10 per cent. per annum. It is believed that these purchases and arrangements will prove most advantageous to the interests of the Company.

The dividend earned of 7 per cent. on the preferred stock for the past year has been declared payable in cash on the 15th instant.

$113,300 of the bonds of the Company have been purchased during the year. Of these, $53,800 have been charged to the Sinking Fund and canceled; the remainder, $59,500, being a part of the bonds due in 1860, were extended, but had been so indorsed or defaced that the holders found them unsaleable. They were therefore purchased by the Company, and the Bonded Debt to that extent diminished.

For the arrears of dividends due upon the preferred stock, scrip was issued, payable December 31st, 1862, amounting to $372,432, with accrued interest.

It may be advisable, if the revenues of the Company during the current year permit it, to anticipate the payment of this scrip on favorable terms.

The policy indicated in the last annual report, of issuing no more bills payable, and confining the transactions of the Company to cash payments, has been strictly adhered to during the past year.

The net income has been applied to the redemption of its debt, and strengthening its position.

Some further payments of this character remain to be made, before a return to cash dividends on the common stock can be determined on with an assurance of safety and permanence.

On the 15th of July, Mr. Whitney felt it his duty to withdraw from the Presidency of the Company, to give his attention to his private affairs.

He consented to remain in the Board, and has given to the Company the benefit of his assistance.

Mr. Charles E. Smith, previously one of the Managers, was elected in his stead. Mr. J. D. Steele resigned the office of Vice-President, and became the Chief Engineer of the Company. It has not been thought necessary to fill the office of Vice-President.

Although their positions have been changed, the Company has had the benefit of the assistance of both these gentlemen.

By order of the Board of Managers.

CHARLES E. SMITH,
President.

PHILADELPHIA, January 11th, 1862.

RENEWAL FUND, 1860–61.

Dr.

To New Railroad Iron—		
Used on Main Tracks, 3,499.9 tons,	$171,636 15	
Less old Railroad Iron taken up, 3,122.6 "	85,678 40	
		$85,957 75
New Tracks, Sidings, and Switches—		
Relaying 6.48 miles and widening Track,	2,887 64	
New Sidings at Willow Street Wharf, and Planes, 4,875 feet,	6,413 36	
New Sidings at Reading, Schuylkill Haven, and Shoemakersville, 3,713 feet,	4,473 95	
New Sidings at Harrisburg, Missemers, Swatara, and Wernersville, 3,515 feet,	4,930 62	
		18,705 57
Bridges—		
Laurel Street Bridge, Reading; Phœnix Iron Company Bridge, and Culvert at Harrisburg,		3,459 69
Depots—		
New Depots at Birdsboro', Broad Street, and Richland; New Scales at Planes, Richmond, and Harrisburg; Market Sheds at Broad and Willow Streets, Crane at Willow Street Wharf, Scale Office at Planes, Smith Shop at Palo Alto, and paving and laying Water Pipes at Richmond,		12,698 48
Workshops—		
New Punching and Shearing Machines, and fitting,		1,342 64
New Engines and Cars—		
New Locomotive Engine, "Union," building at Reading,	2,289 68	
1 New eight-wheeled Passenger Car, built to replace one sold,	1,450 00	
New Gas-holders for Passenger Cars,	186 49	
		3,926 17
Sundries—		
Handling and Hauling all Materials used, and Superintendence Account, &c.,		9,040 20
Broken Car Account—		
Dr. Balance of Account,		12,577 98
Carried forward,		$147,708 48

	Brought forward,	$147,708 48

Cr.

By Balance per Report, November 30, 1860,	$66,102 62	
5 cents per 100 tons on 421,599,695 tons, transported one mile during twelve months, ending November 30, 1861,	210,799 84	
		276,902 46
Cr. Balance,		$129,193 98

CONSTRUCTION ACCOUNT, 1861.

Lebanon Valley Branch—		
New Second Track, 1,396 feet,	$18,247 32	
Land Damages, Law Expenses, &c.,	16,359 00	
		34,606 32
REAL ESTATE.		
Willow Street Wharf,	101,000 00	
Broad Street New Depot Grounds, Thirteenth and Callowhill Streets,	3,750 00	
		104,750 00
NEW ENGINES AND CARS.		
300 eight-wheeled Coal Cars,	129,514 50	
610 four-wheeled "	106,750 00	
75 Platform Cars,	37,500 00	
51 Box Cars,	30,600 00	
12 Open Truck Cars,	1,350 00	
1 New eight-wheeled Baggage Car,	975 39	
1 " " Bituminous Coal Car,	589 37	
		307,279 26
Total added to Capital Account in 1861,		$446,635 58

DR. *General Account of the Philadelphia and Reading Railroad Company.* CR.

Railroad,		$14,449,398 39		Stock,	$9,697,129 51		
Depots,		477,699 22		Preferred Stock,	1,551,800 00		$11,548,929 51
Locomotive Engines and Cars,		3,174,171 84					
Real Estate,		1,386,014 90		Loans:			
Philadelphia, Reading and Pottsville Telegraph Stock,		20,680 00		5 pr. ct. Bonds, 1836–67, unconvertible,	408,000 00		
Lebanon Valley Branch,		4,526,619 51		5 " " 1836–80, "	192,000 00		
Willow Street Railroad,		100,000 00		6 " " 1849–70, "	3,103,600 00		
Pottsville Water Company Stock,		24,304 65		6 " " 1861–71, "	436,000 00		
Pottstown Gas Company Stock,		3,000 00		6 " " 1843–80, "	1,548,300 00		
			$24,161,888 51	6 " " 1844–80, convertible,	863,000 00		
Added in 1861:				6 " " 1848–80, "	124,000 00		
Lebanon Valley Branch,	$34,606 32			6 " " 1849–80, "	83,000 00		
Real Estate,	104,750 00			6 " " 1857–86, "	3,586,500 00		
Locomotive Engines and Cars,	307,279 26			7 " " 1856–86, "	1,475,000 00		
		446,635 58				$11,819,400 00	
Schuylkill and Susquehanna and Allentown Railroad Companies Stock,		517,865 33		Bonds and Mortgages, Real Estate,		592,200 00	
			964,500 91				12,411,600 00
			$25,126,389 42	Reserved Fund:			
Assets:				Sinking Fund Stock, per Report Nov. 30, 1860,	370,911 71		
Cash,	305,527 19			Add Bonds payable in 1867, 1880, and 1886, converted,	113,300 00		
Bills Receivable,	54,522 09					484,211 71	
Freight and Tolls, Bills receivable in Dec. 1861,	184,852 91			Balance of Dividend Fund, 1860,	406,822 62		
	$544,902 19			" " " 1861,	373,919 78		
Less, Wages, Materials bills, Drawbacks, and Connecting Roads,	104,794 75					780,742 40	
		440,107 44					1,264,954 11
Stocks and Bonds held by the Company.		422,624 31					
Materials on hand, Current Business of the Road, and Payments made on account 1862,		355,222 99					
Debts due to the Company, incurred in current business,	$71,177 39						
Debts due to the Company, partly secured by Real Estate,	393,676 72						
		464,854 11					
			1,682,808 85				

Liabilities:			
Debts due by the Company, ...	87,789 39		
Coupons to 1st January, 1862, inclusive.	312,403 00		
Interest on Real Estate Bonds, . . .	13,284 58		
Sinking Funds, ...	507,261 63		
Deferred Dividends to Preferred Stockholders, with accrued interest to Jan. 1, 1862, ...	425,156 07		
Dividend on Preferred Stock for year 1861, ...	108,626 00		
Cr. Balance of Renewal Fund, . . .	129,193 98		
		1,583,714 65	
			99,094 20
			$25,225,483 62

	$25,225,483 62

PHILADELPHIA, January 11th, 1862.

S. BRADFORD, *Treasurer.*

Statement of Materials on Hand, November 30, 1861.

	Items.	Quantity.	Description.	Value.	Total Value.
Wood,		6,875	Cords.		$17,751 79
Oil,		3,893	Galls.		2,266 84
Tallow, Lard, &c.,	Tallow, &c.,	4,991	lbs.	425 97	
	Cotton Waste,	1,480	"	90 80	
					516 77
Anthracite Coal,		1,520	Tons.		2,939 62
Bituminous Coal,		2,423	Bush.		358 58
Wrought Iron and Steel,	Bar Iron,	165.8	Tons.	10,491 44	
	Boiler & Sheet,	32	"	3,266 00	
	Steel,	10.5	"	1,812 15	
					15,569 59
Pig Iron,		450.2	"		8,752 36
Iron Castings,		28.5	"		935 89
Axles,	Car,	731	No.	6,638 00	
	Engine,	28	"	560 00	
					7,198 00
Engine Tires,	Hooped,	22	"	1,636 00	
	Bar,	14	"	1,663 00	
					3,299 00
Copper and other Metals,	Copper,	4,806	lbs.	1,537 92	
	Brass,				
	Lead,	1,117	"	78 19	
	Ant., Tin, &c.,	7,000	"	1,100 54	
					2,716 65
Engine Gearing,	Eng. Gearing,		$	40,218 27	
	" Springs,	115	No.	920 00	
	" Tubes,		$	620 90	
					41,759 17
Car Gearing,	Car Gearing,		"	19,217 21	
	" Springs,	198	No.	792 00	
					20,009 21
Files and Tools,			$		23,022 81
Hardware,			"		3,997 92
Paints and Oils,			"		1,024 67
Timber and Lumber,		1,688,637	Ft. B. M.		25,042 27
Wheels,		1,222	No.		8,871 50
New Railroad Iron,		373.5	Tons.		16,606 46
Chairs, Frogs, and Spikes,		129.5	"		6,005 09
Sills,		18,744	No.		7,065 88
Scrap Wrought Iron,		104.7	Tons.		2,601 66
Old Railroad Iron,		1,393.3	"		47,049 06
Scrap Cast Iron,		474.8	"		8,848 12
Scrap Steel and other Metals,		25	"		4,820 69
Horse Feed and Stable Furniture,			$		1,436 96
Sundries, Ropes, Blocks, &c.,			"		2,303 85
Stone, Lime, &c.,			"		1,151 29
Workshop Account,			"		6,452 31
Total value of Materials on hand,					$290,374 01

TABLE,

Showing the Business of the Philadelphia and Reading Railroad (each item monthly), *for the Year ending November*, 1861.

	December, 1860.	*January*, 1861.	*February*, 1861.	*March*, 1861.	*April*, 1861.	*May*, 1861.	*June*, 1861.	*July*, 1861.	*August*, 1861.	*September*, 1861.	*October*, 1861.	*November*, 1861.	Totals.
Travel, ...	22,358 98	19,547 53	18,198 34	21,437 83	39,278 49	22,077 66	21,987 89	45,857 00	34,468 95	35,182 50	33,654 08	24,855 44	338,904 69
Freight on Goods, ...	32,859 34	32,080 40	30,602 20	37,271 30	41,361 63	31,762 69	28,823 60	26,630 59	32,406 78	33,108 55	40,832 29	38,581 85	406,321 22
Tolls on Coal, ...	189,607 89	105,474 30	107,680 29	128,340 00	167,415 41	205,985 43	215,161 20	213,381 11	194,344 77	162,130 97	197,343 50	224,158 52	2,111,023 39
United States Mail, . . .	1,634 83	1,634 83	1,634 84	1,634 83	1,634 83	1,634 84	1,634 83	1,634 83	1,634 84	1,634 83	1,634 83	1,634 84	19,618 00
Miscellaneous Receipts,	2,571 01	2,369 09	2,422 79	2,582 29	2,463 92	2,456 87	2,443 75	2,483 28	2,502 81	2,399 19	2,744 21	2,532 22	29,971 43
$	249,032 05	161,106 15	160,538 46	191,266 25	252,154 28	263,917 49	270,051 27	289,986 81	265,358 15	234,456 04	276,208 91	291,762 87	2,905,838 73
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Coal Tonnage, ...	135,225 $\frac{6}{20}$	78,865 $\frac{16}{20}$	80,364 $\frac{10}{20}$	110,215 $\frac{6}{20}$	144,854	176,014 $\frac{7}{20}$	179,861 $\frac{14}{20}$	159,989 $\frac{17}{20}$	142,181 $\frac{10}{20}$	119,220 $\frac{3}{20}$	145,074 $\frac{8}{20}$	167,668 $\frac{17}{20}$	1,639,535 $\frac{7}{20}$

REPORT OF GENERAL SUPERINTENDENT.

CHARLES E. SMITH, Esq.,

PRESIDENT PHILADELPHIA AND READING RAILROAD CO.

SIR:—I beg to submit the following Report, accompanied by the usual Statements, of the Transportation Department of the Road, for the year ending November 30th, 1861.

Its expenses, per Statement B, have been $107,542 04 less than those of last year.

This reduction has been mainly caused by the decreased amount of coal and merchandise transported. The lower prices of materials, the adoption of cash payments for same, and the substitution of improved coal-burning locomotives for those hitherto using wood-fuel, have also contributed to this result.

Coal has been carried at a lower cost than ever before attained on this road. The improved condition of the cars, engines, and track, allowed heavier loads to be hauled over the main line during the past year, than in any previous one. The slightly reduced average load of coal was caused by the greater number of Way and Bituminous coal trains.

As the demand for cars improved towards the close of the season, a joint time-table was established by the three Railroads interested in the Broad Top Bituminous coal trade; by which previous delays will be avoided, and all possible dispatch given the cars in this business.

The extra passenger train between Port Clinton and Reading, for the "Catawissa" Railroad through passengers, commenced running again on April 23d, 1861.

The business of the "Lebanon Valley Branch" (Statement R), exhibits a further and decided increase, with a proportionate decrease of expenses.

Its revenue amounts to $403,019 62, and its expenses to $139,628 61, leaving a net income of $263,391 01, exclusively off its own rails.

The additional receipts on the main line of the Reading Railroad, from that portion of this business which passed over the latter, were $239,962 32.

The transportation of live-stock, chiefly for the New York market, via Allentown and Easton, has reached the large amount of 35,411

tons, yielding a revenue of $40,835 10; an increase of 264 per cent. over last year.

The rolling stock of the road has been increased during the year by the following additions:

200 new eight-wheeled wooden coal cars for Broad Top Bituminous coal trade.
1 new iron eight-wheeled coal car.
6 eight-wheeled open cars from lateral roads.
6 four- " " " "
1 new eight-wheeled baggage car.

Our locomotives continue to prove an increased efficiency, and economy of fuel and repairs, with the addition of various improvements suggested by skill and experience.

Eleven first-class engines have been completely rebuilt during the year, together with sixty-nine freight cars of various descriptions; their whole cost having been charged in transportation expenses.

Respectfully submitted by,

Your obedient servant,

G. A. NICOLLS,

General Superintendent.

STATEMENT A.

Business of Philadelphia and Reading Railroad, for the Year ending November 30, 1861.

TONNAGE.

Coal transported:			
Main Road: Anthracite from Schuylkill County,			1,460,832
Lebanon Valley Branch:			
Anthracite from Schuylkill County, Pine Grove,		276	
" " Trevorton,		645	
" " Shamokin,		13	
" " Lyken's Valley,		12,167	
" " Lackawanna,		569	
Bituminous " Westmoreland County,		6,012	
" " Broad Top Region,		159,021	
			178,703
	Total, Tons of 2,240 lbs.		1,639,535
Merchandise transported, tons of 2,000 lbs.,			324,958
Materials for use of Road, including ballast, timber, rails, sills, cord-wood, stone, bricks, iron, &c., in tons of 2,000 lbs.,			143,237
Total tonnage of Road for year, on Main and Branch Roads, including weight of passengers, in tons of 2,000 lbs.,			2,348,906
Total amount of coal transported to date, tons of 2,240 lbs.,			27,383,431
Total tonnage of Road to date, tons of 2,000 lbs.,			36,997,199

PASSENGER TRAVEL.

Total number of passengers during year,	368,651
Total number of miles travelled by same,	12,922,123
Equal to, in through passengers, over whole length of Road,	140,451
Total number of passengers to date, including Philadelphia Branch Road,	4,426,375

RECEIPTS OF ROAD.

From freight and tolls on coal, ...	$2,111,023 39
" freight on merchandise, ...	406,321 22
" passenger travel, ...	338,904 69
" transportation of U. S. Mail, express cars, and other sources, ...	49,589 43
Total Receipts, . . .	$2,905,838 73

Philadelphia Branch Road (three miles long), between Philadelphia and Schuylkill Viaduct, Business for year.

Tonnage, ice, beer, stone, &c. &c., in tons of 2,000 lbs., .	4,979
Passengers, total number, ...	10,084

RECEIPTS.

From passengers, ...	$657 49
" freight, ...	1,267 77
" bridge tolls, ...	452 77
	$2,378 03

STATEMENT B.

Expenses of Transportation Department, for the Year ending November 30, 1861.

RUNNING ACCOUNT.

Wages of all engineers, conductors, firemen, brakemen, &c., . . .	$169,095 56	
Wood, 7,738 cords, ...	20,940 11	
Loading, unloading, and cutting wood, .	12,089 43	
Oil, 32,998 gallons, ...	22,975 24	
Tallow, lard, grease, and cotton waste, .	6,384 24	
Tolls paid other Railroads, and expenses in Broad Street, ...	1,931 50	
Coal fuel for locomotive engines, . .	67,019 14	
Allowance for use of coal and freight cars owned by other parties, . . .	22,528 57	
Expenses of magnetic telegraph, . .	7,560 00	
Water rent at Palo Alto, . . .	2,640 00	
Sundries, ...	3,082 56	
Carried forward,		$336,246 35

Brought forward,		$336,246 35

WORKSHOP ACCOUNT.

Wages of all machinists, blacksmiths, carpenters, mechanics, and shop hands,	$189,582 36	
Bar iron, steel, blooms, &c.,	17,853 19	
Iron castings,	8,683 89	
Copper, spelter, tin, lead, &c.,	7,145 97	
Timber and lumber,	16,331 87	
Anthracite coal for shops, &c.,	4,261 59	
Bituminous " "	1,593 57	
Hardware, files, tools, paints, &c.,	9,956 91	
Wheels for cars, engines, and tender,	15,735 88	
Axles " " "	7,084 43	
Tires for engines,	2,559 04	
Patent rights,	50 00	
Sundries,	1,830 74	
		$282,669 44

DEPOT ACCOUNT.

Wages of all hands,	$34,869 65	
Wages of all watchmen,	16,624 89	
Pumping water, and sundry expenses,	8,988 88	
		$60,483 42

SUPERINTENDENCE ACCOUNT.

Salaries of all officers, clerks, and agents,	$51,098 44

OFFICE ACCOUNT.

Stationery, printing, advertising, furniture, and sundries,	8,500 50

LATERAL ROADS' EXPENSES.

Salaries of agents, use of engines, &c.,	5,433 74
	$744,431 89

STATEMENT C.

Division of Expenses of Transportation Department for 1861.

	No.	Rate.	
Transportation of COAL, from Schuylkill County and Harrisburg to Richmond, Philadelphia, and other points, Statement H. (tons of 2,240 lbs.),	1,639,535	20·82	341,429 90
Transportation of MERCHANDISE, between Pottsville, Harrisburg, Philadelphia, and all other points, Statement L. (tons of 2,000 lbs.),	324,958	45·77	148,751 01
Transportation of PASSENGERS, between Pottsville, Harrisburg, Philadelphia, and other points, Statement K. (No. "Through"),	140,451	83·52	117,308 88
Expenses of Transportation of Coal, over Philadelphia Branch Railroad and in Philadelphia,			5,795 50
Superintendence, including Salaries of all Officers, Clerks, &c.,			51,098 44
Wages of Watchmen at wharves, depots, and switches,			16,615 89
Expenses of delivering Coal and Merchandise, and hauling Cars for all purposes, at Reading and other Depots,			13,406 00
Office Expenses, Stationery, Printing, &c.,			8,500 50
Allowances for use of Coal and Freight Cars owned by other parties,			22,528 57
Salaries of Agents and Expenses on Lateral Roads in coal region,			5,433 74
Expenses of Magnetic Telegraph, including Salaries of day and night operators,			7,560 00
Patent Rights,			50 00
Water Rent at Palo Alto,			2,640 00
Sundry Expenses, Express Engines, Extra Trains, &c.,			3,313 46
Total,			$744,431 89

STATEMENT D.

Number of Engines, Cars, &c., upon the Philadelphia and Reading Railroad, November 30, 1861.

LOCOMOTIVE ENGINES.

124	first class engines
14	second " "
4	third " "
3	fourth " "
145	total.

COAL CARS.

3	eight-wheeled iron coal cars.
837	" " wooden coal cars.
2,944	four " iron coal cars.
1,824	" " wooden coal cars.
5,608	total.

CARS FOR FREIGHT AND GENERAL USE.

214	eight-wheeled covered house cars.
40	" " wood and cattle cars.
239	" " open platform cars.
181	four- " covered house cars.
391	" " open platform, wood, lime, and dumping cars.
1,065	total.

PASSENGER CARS.

45	eight-wheeled passenger cars.
13	" " baggage cars.
7	" " mail and express cars.
65	total.

In addition to the above, the Company own:

5 small passenger cars, for use of road, stock trains, &c.
12 stationary engines, from four to sixty horse-power, for driving machinery.
13 steam and water-power engines, for pumping at water stations, sawing wood, &c.
8 snow ploughs.
1 dredging machine.
27 carts, wagons, drays, and lumber trucks for hauling wood, timber, merchandise, &c.
59 horses for hauling in Philadelphia, Richmond, and elsewhere.

STATEMENT E.

Table of Names, Weights, Makers, Condition and Present Duty of all Locomotive Engines owned by the Philadelphia and Reading Railroad Company, November 30, 1861.

NAMES.	CLASS.	WEIGHT.	MAKER.	WHEN FIRST RUN.	MILES RUN. Past Year.	MILES RUN. Total to Date.	CONDITION AND DUTY.
Kentucky,	1st.	22.4	Baldwin, Philadelphia.	April 1846	577	191,487	In order, Palo Alto.
Princeton,	"	22.4	do. do.	May "		182,202	do. Richmond.
Pocahontas,	"	23.4	Rebuilt by Baldwin, Philadelphia.	Aug. 1855	7,041	63,997	do. Reading.
Alabama,	"	22.2	Baldwin, Philadelphia.	April 1846	174	204,018	In shop, rebuilding.
Indiana,	"	21.9	do. do.	" "	15,003	226,980	In order, Reading.
Washington,	"	22.4	do. do.	June "	4,841	203,293	At work, Port Clinton.
United States,	"	18.8	do. do.	July 1844	8,585	243,569	do. Roadway Department.
Independence,	"	19.5	do. do.	May 1845	5,885	232,339	do. do. do.
St. Lawrence,	"	19.5	do. do.	June "	3,944	203,281	In shop, under repair.
Constitution,	"	19.5	do. do.	" "	7,954	192,427	At work, Roadway Department.
Champlain,	"	20.1	do. do.	Sept. "		176,661	In shop, under repair.
Hudson,	"	21.2	do. do.	Oct. 1844	12,486	276,392	At work, Roadway Department.
Dauphin,	"	23.7	do. do.	" 1850	225	131,489	In shop, under repair.
Baltic,	"	22.9	do. do.	" "	1,140	128,834	At work, assorting cars, Reading.
Perry,	"	23.8	do. do.	" "	60	123,277	do. Hunt. and Broad Top R. R.
Humming Bird,	"	24.6	do. do.	April 1855	20,518	156,113	In order, Reading.
Blue Bird,	"	24.6	do. do.	May "	13,427	139,425	At work, Express Passenger Train.
Seminole,	2d.	13.1	do. do.	Feb. 1840		173,657	Out of use, Schuylkill Haven.
Active,	"	14.4	do. do.	Aug. 1860	13,786	16,126	At work, Philadelphia Depot.
19 in all.			Built and rebuilt by Baldwin, Philadelphia.				
Minnesota,	1st.	22.5	Ross Winans, Baltimore.	Nov. 1850	4,506	139,907	In shop, under repair.
Iowa,	"	25.4	do. do.	Oct. 1851	14,725	126,149	At work, Coal Trade.
Wisconsin,	"	25.2	do. do.	Nov. "	17,665	128,464	do. do.
New Jersey,	"	25.5	do. do.	March 1852	8,772	159,339	do. Pennsylvania Railroad.
New Hampshire,	"	26.5	do. do.	June "	745	136,368	do. Coal Trade.
Utah,	"	26.2	do. do.	" "	13,766	170,908	In shop, rebuilding.
Chippewa,	"	26.7	do. do.	April 1854		96,149	do. under repair.
Tamaqua,	"	27.2	do. do.	March "	16,908	129,873	At work, Coal Trade.
Saranac,	"	27.	do. do.	" "	17,426	124,258	do. do.
Susquehanna,	"	27.	do. do.	April "	9,157	118,532	do. North Central Railroad.
Narragansett,	"	27.	do. do.	" "	17,692	123,923	do. Coal Trade.
Penobscot,	"	27.	do. do.	May "	18,069	116,398	do. do.
Kennebeck,	"	27.	do. do.	" "	13,915	95,424	do. do.
Nebraska,	"	27.	do. do.	" "	14,112	117,196	do. Lebanon Valley Branch.
Santee,	"	27.	do. do.	" "	4,466	98,141	In shop, under repair.

Shenandoah,	1st.	27.	Ross Winans, Baltimore.	June	1854	15,137	122,118	At work, Coal Trade.
Potomac,	"	27.	do. do.	"	"	17,213	110,227	do. do.
Savannah,	"	27.	do. do.	"	"	19,118	135,992	do. do.
Yellow Spring,	"	26.7	do. do.	Jan.	1855	16,825	112,985	In shop, under repair.
Arkansas,	"	26.7	do. do.	March	"	10,337	80,205	At work, Coal Trade.
Rausch Gap,	"	26.7	do. do.	"	"	13,259	106,514	In shop, under repair.
Pottsville,	"	26.7	do. do.	"	"	19,636	107,974	At work, Coal Trade.
Rhode Island,	"	26.7	do. do.	April	"	17,687	102,223	do. do.
Harrisburg,	"	26.7	do. do.	"	"	1,309	57,182	do. do.
Germantown,	"	26.7	do. do.	"	"	6,330	90,988	In shop, under repair.
Lexington,	"	26.7	do. do.	"	"	11,050	108,694	In order, Reading.
San Francisco,	"	26.7	do. do.	"	"	15,836	105,358	In shop, under repair.
Ashland,	"	26.7	do. do.	"	"	21,803	109,494	At work, Coal Trade.
Mount Vernon,	"	26.7	do. do.	"	"	12,712	101,562	do. do.
Buffalo,	"	27.2	do. do.	"	"	16,293	105,497	do. do.
Richmond,	"	27.2	do. do.	"	"	15,805	111,481	In shop, under repair.
Panama,	"	27.2	do. do.	May	"	19,134	109,527	At work, Coal Trade.
Wilmington,	"	27.2	do. do.	"	"	15,139	108,113	do. do.
Charleston,	"	27.2	do. do.	June	"	14,956	108,961	do. do.
Albany,	"	27.2	do. do.	"	"	12,080	98,416	In order, Reading.
35 in all.			Made by Ross Winans, Baltimore.					
Octorara,	"	28.9	Made by Reading Railroad Company.	May	1853	15,630	164,594	At work, Lebanon Valley Branch.
Metamora,	"	28.9	do. do.	June	"	15,409	173,908	do. do. do.
Aramingo,	"	28.9	do. do.	July	"	11,485	156,085	do. Coal Trade.
Wissahickon,	"	28.9	do. do.	Aug.	"	12,941	162,826	do. Pennsylvania Railroad.
Camanche,	"	29.	do. do.	Sept.	"	14,789	159,269	do. do. do.
Seneca,	"	28.9	do. do.	Oct.	"	16,869	169,529	do. Lebanon Valley Branch.
Tecumseh,	"	27.9	do. do.	Nov.	"	12,593	155,232	do. Pennsylvania Railroad.
Alleghany,	"	28.9	do. do.	"	1851	25,233	218,822	do. Freight Train.
Wyomissing,	"	26.9	do. do.	July	1852	16,193	160,704	do. Coal Trade.
Pawnee,	"	26.9	do. do.	Aug.	"	14,042	166,798	do. do.
Swatara,	"	26.9	do. do.	"	"	17,612	155,936	do. do.
Phœnix,	"	31.6	do. do.	Nov.	1859	14,106	32,345	Pushing Falls Grade.
Tennessee,	"	27.9	do. do.	"	1852	19,026	176,383	At work, Lebanon Valley Branch.
Powhatan,	"	27.9	do. do.	"	"	11,557	147,437	In order, Reading.
Sciota,	"	27.9	do. do.	"	1854	24,584	144,633	At work, Lebanon Valley Branch.
Wabash,	"	27.9	do. do.	"	"	7,383	127,268	do. Pennsylvania Railroad.
Juniata,	"	27.6	do. do.	June	1855	17,440	141,075	do. Coal Trade.
Michigan,	"	29.6	do. do.	"	1852	14,960	171,291	do. Market Train.
Vera Cruz,	"	26.5	do. do.	Aug.	1857	32,920	127,766	do. Passenger Train.
Hiawatha,	"	25.2	do. do.	June	1859	32,906	81,784	do. do.
Minnehaha,	"	25.2	do. do.	"	"	30,438	77,265	do. do.
Buena Vista,	2d.	19.1	do. do.	April	1848	2,941	143,851	In order, Reading.
Fawn,	"	18.0	do. do.	Dec.	1860	32,036	32,036	At work, Passenger Train.
Stag,	4th.	14.6	do. do.	Feb.	1851	16,786	164,980	In order, Pottstown.
Ariel,	"	8.3	do. do.	Aug.	1856	8,825	55,067	do. Reading.
Witch,	"	8.5	do. do.	Nov.	1855	12,334	68,001	do. Pottsville.

STATEMENT E.—*Continued.*

NAMES.	CLASS.	WEIGHT.	MAKER.	WHEN FIRST RUN.	MILES RUN.		CONDITION AND DUTY.
					Past Year.	Total to Date.	
Georgia,	1st.	24.1	Rebuilt by Reading Railroad Company.	Oct. 1850	10,582	174,778	At work, Freight Train.
Louisiana,	"	23.9	do. do.	Nov. "		158,452	do. Hunt. and Broad Top R. R.
Carolina,	"	23.3	do. do.	June 1857	17,684	79,137	do. Lateral Roads.
Wyoming,	"	19.6	do. do.	Feb. 1847	2,910	168,151	do. do.
Palo Alto,	"	20.8	do. do.	May "	9,024	200,838	do. Richmond Wharves.
Monterey,	"	19.9	do. do.	June "	5,588	176,432	do. Wood Train.
Sanatoga,	"	19.2	do. do.	" 1842	8,511	210,889	do. Schuylkill Haven.
Mahanoy,	"	20.5	do. do.	" 1856	12,102	88,559	do. do.
Atlantic,	"	20.1	do. do.	Aug. 1844	8,940	202,551	do. Richmond Wharves.
Philadelphia,	"	21.9	do. do.	April 1854	20,980	104,241	In shop, under repair.
California,	"	21.5	do. do.	May 1848	9,064	170,184	At work, Richmond Wharves.
Florida,	"	23.7	do. do.	Sept. 1855	8,825	71,895	do. Roadway Department.
Amazon,	"	25.2	do. do.	June 1856	15,564	90,357	do. Lateral Roads.
Empire,	"	25.8	do. do.	July "	7,582	52,619	do. Richmond Wharves.
Yorktown,	"	24.5	do. do.	Nov. "	17,851	86,400	do. Lateral Roads.
Columbus,	"	22.4	do. do.	" "	15,020	76,252	do. do.
Rio Grande,	"	25.1	do. do.	July 1857	11,355	61,728	do. Philadelphia Branch Road.
New York,	"	23.8	do. do.	" "	5,388	47,173	In shop, under repair.
Missouri,	"	23.3	do. do.	" "	12,624	66,630	At work, Lateral Roads.
Texas,	"	22.4	do. do.	June 1858	28,165	90,821	do. Freight Train.
Black Diamond,	"	28.4	do. do.	" "	23,250	71,635	do. Lebanon Valley Branch.
Warrior,	"	22.4	do. do.	Oct. "	18,799	76,260	do. Freight Train.
New England,	"	21.6	do. do.	Sept. "	5,460	50,804	In Government Service.
Ohio,	"	27.5	do. do.	Aug. "	10,765	37,308	At work, Coal Trade.
Ontario,	"	22.1	do. do.	Nov. 1859	11,266	19,973	do. Assorting Cars, Reading.
Pacific,	"	22.1	do. do.	May "	9,681	25,196	do. Phila., Wil., & Balt. R. R.
Oregon,	"	21.2	do. do.	Dec. 1858	2,954	22,053	In Government Service.
Maryland,	"	27.5	do. do.	April 1859	22,100	47,798	At work, Coal Trade.
Colorado,	"	26.8	do. do.	" "	5,762	27,428	do. Pennsylvania Railroad.
Taunton,	"	25.	do. do.	May "	23,568	70,408	do. Passenger Train.
Virginia,	"	22.5	do. do.	Aug. 1860	7,131	11,321	In Government Service.
Baltimore,	"	27.5	do. do.	Oct. "	12,671	14,896	At work, Lebanon Valley Branch.
Connecticut,	"	27.	do. do.	Sept. "	17,210	20,288	do. Pennsylvania Railroad.
Delaware,	"	29.	do. do.	Dec. 1859	20,816	35,091	do. Lebanon Valley Branch.
Reading,	2d.	17.2	do. do.	Oct. 1842	13,065	249,987	do. Passr. Tr., Chest. Val. Br.
Schuylkill,	"	14.7	do. do.	July 1843	1,168	139,747	In order, shop.
Osceola,	"	14.8	do. do.	Aug. "	1,160	128,178	Extra, Richmond.
Huron,	"	14 8	do. do.	" "	2,819	146,670	do. do.
Erie,	"	14.8	do. do.	" "		137,592	In order Reading.

Ontalaunee,	2d.	14.6	Rebuilt by Reading Railroad Company.	July	1843	3,690	142,826	At work, Phœnixville.
Tuscarora,	"	13.8	do. do.	June	1855	6,141	39,703	do. Lebanon.
Shamokin,	"	14.1	do. do.	Nov.	"	11,839	67,541	do. Weigh. Cars, Lateral Rds.
Manatawny,	"	18.5	do. do.	June	1858	17,401	61,362	In shop, under repair.
Antelope,	3d.	9.3	do. do.	"	1838	5,365	220,362	At work, Pt. Clinton Passenger Tr.
Pine Grove,	1st.	24.5	do. do.	Nov.	1860	34,038	35,167	In shop, under repair.
Cumberland,	"	27.	do. do.	April	1861	13,685	123,931	At work, Coal Trade.
Patapsco,	"	24.6	do. do.	"	"	8,804	142,431	do. Sha. Val. and Potts. R. R.
Illinois,	"	29.6	do. do.	May	"	10,992	164,610	do. Market Train.
Hercules,	"	28.1	do. do.	"	"	6,807	204,135	do. Lateral Roads.
Monongahela,	"	27.2	do. do.	June	"	11,420	131,516	do. Coal Trade.
Chesapeake,	"	25.4	do. do.	"	"	8,335	139,153	do. Chester Valley Railroad.
Mississippi,	"	26.5	do. do.	Oct.	"	3,561	144,790	do. Pennsylvania Railroad.
Niagara,	"	22.9	do. do.	"	"	3,632	222,459	do. Phila. Branch Road.
Mohawk,	"	23.7	do. do.	Sept.	"	8,169	175,705	In order, Reading.
Genesee,	"	23.7	do. do.	Nov.	"	4,906	197,051	At work, Passr. Trn., Leb. Val. Br.
Atlas,	"	27.8	do. do.	"	"		202,136	In shop, rebuilt.
82 in all.			Built and rebuilt by Reading Railroad Company.					
Maine.	"	21.6	Boston Locomotive Works.	July	1849	7,005	166,476	Wreck Train, Reading.
Auburn,	"	27.8	Norris, Philadelphia.	"	1854	6,829	106,493	In shop, under repair.
Elmira,	"	27.8	do. do.	"	"	6,524	116,812	At work, Phila., Wil., & Balt. R. R.
America,	2d.	13.4	do. do.	Oct.	1842	4,570	256,900	Extra at Norristown, for Ch. V. R.R.
3 in all.			Made by Norris, Philadelphia.					
Engineer,	3d.	8.8	Braithwaite & Co., London.	May	1838	9,212	208,570	At work, Reading.
Rocket,	"	8.5	do. do.	"	"	4,069	194,348	do. Pottstown.
Planet,	"	8.5	do. do.	Aug.	"	7,082	189,287	do. Schuylkill Haven.
3 in all.			Made by Braithwaite & Co., London.					
Petrel,	1st.	23.6	Danforth, Cook & Co., Paterson, N. J.	July	1857	25,330	127,430	At work, Passr. Trn., Leb. Val. Br.

CONDENSED TABLE.

Showing Condition and Employment of all Engines owned by the Philadelphia and Reading Railroad Company on above date.

HOW EMPLOYED.	1st Class.	2d Class.	3d Class.	4th Class.	TOTAL.
In daily use, in good order, on Reading or Lateral Roads,	96	6	4		106
In workshops, under repair,	15	1			16
In good order, ready for use,	10	6		3	19
Out of use, rebuilding, &c.,	3	1			4
Total.	124	14	4	3	145

STATEMENT F.

Work and Repairs of all Locomotive Engines owned by the Philadelphia and Reading Railroad Company for the Year ending November 30, 1861.

MILES RUN.

HOW EMPLOYED.	CLASSES.				TOTAL.
	1st.	2d.	3d.	4th.	
Reading Railroad Transportation Department, .	1,110,805	72,095	17,910	14,572	1,215,382
Reading Railroad Roadway Department, . .	29,094		5,175	14,268	48,537
Reading Railroad Renewal, &c., Department, . .	14,412				14,412
Total Reading Railroad, .	1,154,311	72,095	23,085	28,840	1,278,331
Total Lebanon Valley Railroad, ...	247,867	1,748	308	4,046	253,969
Total Chester Valley Railroad, ...	16,183	17,033	43	172	33,431
On Lateral Roads in Coal Region, . . .	104,326	19,691	2,292	3,887	130,196
Total, . . .	1,522,687	110,567	25,728	36,945	1,695,927

Total number of tons hauled one mile, exclusive of engine and tender, ... 421,599,695

Average weight of loaded coal trains down, " " 753.9

" " empty coal trains up, " " 266.

" " passenger trains, " " 59.2

All tons of 2,000 lbs.

COST OF REPAIRS OF ENGINES.

Wages of all mechanics, ...	$87,163 44
Materials, iron, steel, brass, &c., ...	36,618 97
Superintendence, tools, paints, &c., ...	10,315 20
	$134,097 61

Total number of miles run by all engines owned and used by Company, from May 1838, to November 30, 1861, ... 26,459,504

Total number of tons hauled one mile, between same dates, ... 6,338,414,009

STATEMENT G.

Cost of Repairs and Renewals of Coal, Freight, and Passenger Cars on the Philadelphia and Reading Railroad, for the Year ending November 30, 1861.

COAL, FREIGHT, AND WOOD CARS.

Wages of all mechanics,	$73,507 99
Timber, iron, steel, and all metals,	37,867 75
Superintendence, tools, paints, oils, &c.,	11,137 57
	$122,513 31

COST OF REPAIRS OF PASSENGER CARS.

Wages of mechanics,	$8,148 48
Iron, steel, timber, &c.,	6,705 89
Superintendence, tools, paints, varnish, &c.,	2,122 05
	$16,976 42

STATEMENT H.

Items of Cost, in detail, of Hauling Coal on the Philadelphia and Reading Railroad, for the Year ending November 30, 1861.

Per round trip of 190 miles, from Coal Region to Tidewater and back with empty cars; transporting average loads of 435.6 Tons of 2,240 lbs. each Train.

Items of Cost.	No.	Description	Average Rate.	Amount.
Wages of Engineer,	2	Days.	2.84	$5 68
" Fireman,	2	"	1.75	3 50
" Conductor,	2	"	1.64	3 28
" Brakemen and Signalman,	2.6	"	1.55	4 03
Anthracite Coal for Fuel,	8.18	Tons.	1.95	15 95
Oil for Engine and Tender, including Lamps.	1.52	Galls.	1.20	1 82
Oil and Grease for Company's Cars,		per trip.		3 92
Repairs of Engine and Tender,	190	Miles.	9.5	18 05
" Company's Coal Cars,		per trip.		25 16
Supplying Water,	17	M. Galls.	.5	85
Wood for Kindling, &c.,	0.25	Cord.	4.25	1 06
Assistant Engine at Falls Grade,	436	Tons.	.4	1 74
Car Couplers, Timekeepers, Dispatchers, and Turning Crews,	436	"	.6	2 62
Allowance for Engines laying over, and other contingent expenses,	436	"	.7	3 05
				$90 71

Equal to 20.82 cents per ton.

All the Coal Transportation of the Road, for the past year, has been performed by Locomotives using Anthracite Coal exclusively, for fuel.

STATEMENT K.

Items of Cost, in detail, of Running Passenger Trains on the Philadelphia and Reading Railroad, for the Year ending Nov. 30, 1861.

USING ANTHRACITE COAL FUEL, PER DAILY TRIP OF 93 MILES.

Items of Cost.	No.	Description	Average Rate.	Amount.
Wages of Engineer,	1	Day.		$2 75
" Fireman,	1	"		1 75
" Conductor,	1	"		2 30
" Baggage Master,	1	"		1 30
" Brakemen,	1.3	"	1.25	1 62
Coal for Fuel,	1.4	Tons.	2.00	2 80
Wood for Kindling,	.2	Cords.	4.25	85
Water used,	3	M. Galls.	.5	15
Oil for Engine and Tender, including Lamps,	1	Gall.	1.20	1 20
Oil and Grease for Cars,		per trip.		36
Repairs of Engines,	93	Miles.	6.4	5 95
" and Refitting Cars,		per trip.		5 65
Hands at Depots, Extra Engines, &c.,		"		4 90
Sundries for Trains,		"		2 25
Add difference to make up average, caused by use of wood fuel in other Passenger Engines,				$33 83 5 25
				$39 08

Equal to 83.52 cents per Through Passenger, at 46.8 Through Passengers per train.

STATEMENT L.

Items of Cost, in detail, of Running Freight Trains on the Philadelphia and Reading Railroad, for the Year ending Nov. 30, 1861.

PER DAILY TRIP OF 93 MILES.

Items of Cost.	No.	Description	Average Rate.	Amount.
Wages of Engineer,	1	Day.		$2 93
" Fireman,	1	"		1 65
" Conductor,	1	"		1 72
" Brakemen and Signalman,	3	"	1.46	4 38
Coal for Fuel,	3.12	Tons.	1.95	6 08
Wood for Kindling, &c.,	.2	Cords.	4.25	85
Oil and Tallow for Engine and Tender,		per trip.		1 40
Oil and Grease for Company's Cars,		"		1 44
Repairs of Engine and Tender,	93	Miles.	9.1	8 46
" Company's Cars,		per trip.		10 97
Depot Hands and other Depot Expenses,		"		14 33
Water used,	7	M. Galls.	.5	35
Renewals of Sundry Articles, Goods damaged, &c.,		per trip.		4 10
				$58 66

Equal to 45.77 cents per ton, at 128.1 tons per train.

STATEMENT M.

Cost of Transportation over Philadelphia Branch Railroad, and of Horse Power and other Expenses in Broad Street, Philadelphia, for the Year ending November, 30, 1861.

Amount paid for City Railroad Tolls,	$971 50
Agents and Sundry Expenses in Philadelphia,	960 00
Cost of Engine hauling Cars between Falls and Broad Street, Philadelphia,	3,864 00
	$5,795 50

STATEMENT N.

Points of Supply and Distribution of Anthracite Coal from Schuylkill County, on the Philadelphia and Reading Railroad, for the Year ending November 30, 1861.

Amount of Coal received from various Lateral Railroads in Schuylkill Coal Region

	Tons.
Mount Carbon and Port Carbon Railroad, at Port Carbon, from Valley and Mill Creek Railroad,	449,362
Mount Carbon Railroad, at Mount Carbon,	38,272
Mine Hill and Schuylkill Haven Railroad, at Schuylkill Haven,	739,880
Schuylkill and Susquehanna Railroad, at Auburn,	100,544
Little Schuylkill Railroad, at Port Clinton,	132,774
Total,	1,460,832

Where delivered on line of Reading Railroad.

	Station or Turnout.	From Port Carbon.	From Mount Carbon	From Schuyl. Haven.	From Auburn.	From Port Clinton.	Total.
	Pottsville,			462	4		466
	Mount Carbon,		97				97
	Schuylkill Haven,	525	185				710
	Orwigsburg,	105	23	285			413
	Auburn,	113		12			125
	Port Clinton,	168					168
	Hamburg,	192	98	466		36	792
	Shoemakersville,	257		287	22	10	576
	Mohrsville,	454	24	275			753
	Between Reading and Mohrsville,	1,411	152	657	8	77	2,305
	Reading,	26,413	2,636	24,122	716	9,208	63,095
Lebanon Valley Branch.	Sinking Spring,	380	103	1,429	184		2,096
	Wernersville,	678	9	630	34	27	1,378
	Robesonia,	63	221	7,407	91		7,782
	Womelsdorf,	144	241	193	79	5	662
	Missemers,	778	230	612	122		1,742
	Richland,	177	43	1,014	56		1,290
	Myerstown,	267		516		118	901
	Lebanon,	2,548	51	14,506	270	4,610	21,985
	Annville,	414	22	412	34		882
	Palmyra,	136	18	682	12		848
	Derry,	171		177	60		408
	Swatara,	22	27	376	29		454
	Hummelstown,	5		112	57		174
	Harrisburg,	82		148			230
	Exeter,	22		31		9	62
	Birdsboro',	85	28	150		277	540
	Douglassville,	215	38	1,020	17	107	1,397
	Pottstown,	5,719	1,018	3,284	566	270	10,857
	Limerick,	43	15	1,031		17	1,106
	Royer's Ford,	380	16	442			838
	Phœnixville,	2,581	247	20,134	13	22,657	45,632
	Valley Forge,	84	37	117			238
	Port Kennedy,	1,208	24	696		1,154	3,082
	Norristown,	6,843	497	10,983	86	2,464	20,873
	Limekilns,	449	51	373		2,570	3,443
	Swede's Furnace, bel. Norristown	101		959		1,227	2,287
	Conshohocken,	7,309	394	12,725	114	15	20,557
	Egberts,		10	285			295
	Falls and Manayunk,	504	592	386	772	3,812	6,066
	Nicetown and Germantown,	23,013	436	26,811	88	294	50,642
	Philadelphia,	138,285	4,764	97,354	3,536	29,534	273,473
	Richmond,	227,018	25,925	508,319	93,574	54,276	909,112
	Totals,	449,362	38,272	739,880	100,544	132,774	1,460,832

STATEMENT O.

Distribution of Items, comprising Net Expenses of Transportation and Roadway Departments, for the Year ending November 30, 1861, *under the heads of Cost of Transporting Coal, Merchandise, and Passengers.*

Items of Cost.	Cost of Transporting.			Total Net Expenses.
	Coal.	Merchandise.	Passengers, Mail, &c.	
Net cost of transporting each, as per Statement C, . .	$341,429 90	$148,751 01	$117,308 88	$607,489 79
Roadway Expenses, . .	150,526 38	43,258 27	52,689 20	246,473 85
Transportation between Falls and Philadelphia, Watchmen, Lateral Roads, Missing Coal, Superintendence, Office Expenses, and Sundries, ...	105,954 13	20,855 37	10,973 50	137,783 00
	$597,910 41	$212,864 65	$180,971 58	$991,746 64
Hauling and Assorting Cars in Coal Region, and at Richmond, . . .	32,394 87	1,091 47	816 31	34,302 65
Contingent Expenses in Philadelphia, . . .	43,325 68	14,441 90	7,220 94	64,988 52
	$673,630 96	$228,398 02	$189,008 83	$1,091,037 81

SUMMARY.

Of Total Expenses for Year,	Coal	is charged with .	41.00 Cents per Ton.
" " "	Merchandise	" .	70.28 " "
" " "	Through Passengers	" .	1.34.57 " each.

STATEMENT P.

Description of Merchandise transported over the Philadelphia and Reading Railroad, and amount of same received in the City of Philadelphia, for the Year ending November 30, 1861.

IN TONS OF 2,000 LBS.

Description of Merchandise.	Total Received at Philadelphia.	Total Main Road and Branches.
Coal (Anthracite),	1,388,008	1,651,442
Ale, Beer, Porter, Cider, and Malt Liquors,	340	1,428
Agricultural Implements,	239	438
Blooms,	615	3,029
Bricks, Common and Fire,		1,326
Bituminous Coal,	153,033	185,352
Books and Stationery, Paper of all kinds,	408	1,164
Bran, Ship Stuff, Chop and Middlings,	1,049	3,736
Butter and Eggs,	767	1,988
Bark,	112	383
Bones and Horns,	466	466
Cotton and Wool,	325	1,408
China, Glass, and Queensware,	2	1,743
Dry Goods and Carpeting,	370	4,245
Empty Bags, Barrels, and Boxes,	247	1,360
Flour (105,099 bbls. at Philadelphia; whole line, 160,382 bbls.),	11,351	17,321
Furniture, all kinds, and Pianos,	304	1,693
Fresh Fish, Meat, and Fruit,	1,423	3,668
Groceries, Coffee and Tea, Confectionery, Rice,	116	6,241
Grain of all kinds,	11,860	23,568
Hams and Bacon,	32	1,657
Hardware and Cutlery, Anvils, &c.,	200	2,179
Hay and Straw,	75	508
Iron Ore,		58,851
Iron (Bar, Boiler, and Cast and Steel),	4,990	10,176
Lime,	3,749	15,336
Limestone, and all other Stone,	3,340	10,741
Leather, Hides, and Skins,	727	2,074
Live Stock,	2,396	32,387
Lead of all kinds, and Shot,	401	661
Marble of all kinds,	254	810
Machinery, Steam Engines, and Boilers,	99	1,288
Molasses and Syrups,		4,190
Malt,	4,371	5,977
Milk,	1,205	1,205
Marketing and Garden Truck,	3,223	3,388
Nails and Spikes,	214	1,434
Oysters,		1,885
Oil, all kinds,	260	2,209
Plaster, whole and ground,		1,136
Pig Iron,	8,040	24,419
Potatoes,	472	1,701
Paints and Dye Stuffs,	84	1,047
Railroad Iron, all sizes,	4,785	15,502
Rags,	419	1,007
Scrap Iron, Cast and Wrought,	118	2,951
Shingles, Shooks, and Staves,	445	1,912
Stoves, and Stove Plates of all kinds,	67	753
Seeds of all kinds,	163	526
Sugar,		3,866
Salt,	5	2,343
Salt Beef, Pork, and Fish,	211	2,590
Timber, Lumber, Cord Wood, Sills, and Laths,	1,838	20,880
Tobacco and Segars,	30	1,067
Whiskey, Alcohol, and Burning Fluid,	1,390	4,385
Sundries, not stated,	2,258	6,198
Total Tons,	1,616,896	2,161,238

STATEMENT R.

Lebanon Valley Branch Railroad.

Statement of its Business, Revenue, and Expenses, for the Year ending November 30, 1861.

BUSINESS.

Passengers: total number,	150,771
" " miles travelled,	5,477,507
" equal to in through passengers (54 miles each),	101,435

MERCHANDISE.

Anthracite coal (45,732 westward, 15,310 eastward),	61,042
Bituminous coal, eastward,	184,837
Live stock,	35,411
Iron ore, in both directions,	29,876
Grain,	13,714
All other freight, of every description,	57,639
Tons of 2,000 lbs.	382,519

REVENUE.

On Lebanon Valley Branch Road exclusively:

From coal and merchandise generally,	$263,539 38
" passengers,	128,841 38
" transportation of United States mail,	5,400 00
" " of express matter, and other sources,	5,238 86
	$403,019 62

In addition to the above revenue, the following amount was received from that portion of the same merchandise and passengers which passed over the main line of the Reading Railroad.

From 291,508 tons of coal and merchandise,	$214,670 69
" 23,418 passengers,	25,291 63
	$239,962 32

EXPENSES: including total cost of working Lebanon Valley Branch.

Running account:	passenger and freight trains,	$97,314 40
Depot "	hands at depots and water stations,	6,338 05
Superintendence account:	salaries of all agents,	7,576 03
Office "	stationery, printing, &c.,	1,360 08
Roadway "	maintenance of track,	27,040 05
		$139,628 61

All the above items of business, revenue, and expenses, are included in the preceding statements of similar character of the Philadelphia and Reading Railroad.

DR. *"Iron Foundry," Reading Depot, in account with Philadelphia and Reading Railroad Company.* CR.

1861.					1861.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz.:				Nov. 30.	By Sundries made during the Year, viz.:	Pounds.		
"	Wages of all Founders, Moulders, Laborers, Carpenters at Flasks, &c., for year,			$16,041 21	"	5,060 Car, Tender, and Truck Wheels,	1,905,521		
"	Pig Metal,	767.	Tons.	19,299 84	"	106 Engine driving, do.,	73,564		
"	Scrap Castings,	935.8		19,586 41	"	362 Chairs for Tracks,	6,181		
"	Anthracite Coal,	759.		1,520 00	"	507 Frogs,	218,823		
"	Wrought Iron and Steel,	1.5		115 11	"	All other Castings for Engines, Cars, and Tracks,	1,306,885		
"	Iron Castings,	3.9		170 36			3,510,974	2¼ cts.	$78,996 92
"	Timber and Lumber,	12,527	Feet.	256 96					
"	Bituminous Coal,	44	Bush.	7 04					
"	Hardware,			145 22					
"	Firebrick, Sand, Clay, &c.,			388 87					
"	Files and Tools,			36 25					
"	Car Gearing,			3 66					
"	Oil,	36	Galls.	47 24					
"	Flour, Leather, Charcoal, and Sundries,			302 72					
"	Cost of handling and hauling all materials,			2,180 25					
				$60,101 14					
"	Balance,			18,895 78					
				$78,996 92					$78,996 92

By Balance, being difference between Cost to Company and Market Value of Product of Iron Foundry for Year, . $18,895 78

DR. *"Brass Foundry," Reading Depot, in Account with Philadelphia and Reading Railroad Company.* CR.

1861.					1861.				
Nov. 30.	To Sundries, being total expenses of every description, for 12 months, ending this date, viz.:				Nov. 30.	By Sundries made during the Year, viz.:	Pounds.		
"	Wages of Brass Founder, and all assistants for year, ...			$1,519 80	"	White Metal Castings, .	22,450	20 cts.	$4,490 00
"	Scrap Copper, Brass, Zinc, &c., ...	22.4	Tons.	7,506 15	"	1083 Brass Boxes for Engines, Cars, and other Machinery, . . .	11,852		
"	New Copper, Zinc, &c., .	15,646	lbs.	3,070 72	"	All other Brass Castings, .	25,021		
"	Anthracite Coal, . .	20	Tons.	33 50			36,873	29 cts.	10,693 17
"	Hardware, &c., . .			14 99					
"	Black Lead Pots, &c., .			81 77					
"	Iron Castings, . . .	.4	Tons.	8 26					
"	Wrought Iron, Steel, and Boiler Iron, . . .	.4	"	15 92					
"	Timber and Lumber, .	2,766	Feet.	55 61					
"	Fire Brick, Lime, &c., .			9 87					
"	Cost of hauling and handling all materials, .			54 00					
				12,370 59					
"	Balance, ...			2,812 58					
				$15,183 17					$15,183 17

By Balance, being difference between Cost to Company and Market Value of Product of Brass Foundry for Year, ... $2,812 58

DR. *"Steam Tilt Hammer Shop," Reading Depot, in Account with Philadelphia and Reading Railroad Company.* CR.

1861.					1861.				
Nov. 30.	To Sundries, being total expenses of every description for 12 months, ending this date, viz.:				Nov. 30.	By Sundries, being total produce of Shop for year ending this date, viz.:			
"	Wages of Heaters, Hammermen, and all Mechanics and Laborers for Year, .			$7,766 89	"	195.4 Tons of Bar Iron, hammered to pattern sizes, as Engine Frames, Brake Levers, Coupling Hooks, Truck Frames, Pedestals, &c., &c., ...		$85	$16,609 00
"	Scrap Wrought Iron, . .	372.2	Tons.	11,203 16	"	1,343 Car, Tender, and Truck Axles, . . .	363,668	4¼ cts.	15,455 89
"	Anthracite Coal, . . .	1,559	"	3,118 00	"	37 Engine Axles, . .	21,245	5 "	1,062 25
"	Bituminous Coal, . . .	235	Bush.	37 60	"	12 Engine Tires, hooped ready for use, . . .	15,282	11 "	1,681 02
"	Iron Castings, . . .	10	Tons.	453 24	"	9.2 Tons Scrap Castings, .			163 90
"	Wrought Iron, Steel, and Blooms, ...	98.4	"	5,238 98					
"	Tire Bars used, . . .	10	No.	583 33					
"	Timber and Lumber, . .	4,855	Feet.	112 60					
"	Hardware, Files, and Tools,			45 19					
"	Engine Gearing, . . .			25 67					
"	Oil, ...	91	Galls.	135 20					
"	Fire Brick, Sand, Lime, &c.,			496 41					
"	Black Lead, Repairs, Packing Yarn, &c., . . .			67 66					
"	Tallow, Lard, Cotton Waste, &c., ...			42 85					
"	Cost of hauling and handling all materials, . . .			1,716 25					
				$31,043 03					
"	Balance, ...			3,929 03					
				$34,972 06					$34,972 06

By Balance, being difference between Cost to Company and Market Value of Product of Steam Tilt Hammer Shop for Year, ... $3,929 03

Condensed Table, showing the principal items of Revenue, Expense, and Working of the Philadelphia and Reading Railroad, from January 1, 1843, *to November* 30, 1861.

Year ending Nov. 30.	Gross Receipts.				Total Expenses.				Tonnage.			
	Coal.	Passengers.	Merchandise.	Total.	Transportation Department.	Roadway Department.	Dumpage.	Total.	Tons Coal.	Tons Merchandise.	Tons Materials.	Total.
	$	$	$	$	$	$	$	$	2,240 lbs.	2,000 lbs.	2,000 lbs.	2,000 lbs.
1843	278,840	71,895	37,927	394,318	164,549	50,374		214,923	218,711	17,534	54,787	322,125
1844	445,509	92,362	49,293	597,613	244,149	85,293		329,442	421,985	20,472	160,138	659,299
1845	886,939	103,411	60,588	1,060,381	385,492	121,228	51,095	557,815	814,279	26,039	102,408	1,046,812
1846	1,600,667	141,749	137,584	1,889,714	620,682	142,968	69,360	833,010	1,188,258	74,971	101,471	1,515,473
1847	1,698,664	156,201	136,220	2,002,946	836,077	132,780	75,827	1,044,685	1,360,681	71,718	165,493	1,770,916
1848	1,386,605	174,959	117,458	1,692,556	800,285	143,384	88,194	1,031,863	1,235,044	58,123	118,676	1,570,531
1849	1,648,900	155,908	106,347	1,933,590	666,957	140,990	75,536	883,483	1,097,762	51,204	145,503	1,429,564
1850	2,071,731	148,379	125,822	2,360,786	722,533	154,780	89,743	967,056	1,351,507	63,625	157,450	1,743,680
1851	2,018,871	152,432	123,672	2,294,975	787,484	160,569	98,842	1,046,895	1,650,270	63,807	219,731	2,145,132
1852	2,150,677	168,430	138,964	2,480,626	785,257	202,132	98,351	1,085,740	1,650,912	75,769	181,217	2,122,171
1853	2,254,694	225,763	180,612	2,688,288	782,213	178,480	87,470	1,048,163	1,582,248	107,853	174,161	2,076,197
1854	3,253,823	272,368	231,627	3,781,640	1,117,140	220,210	105,125	1,442,475	1,987,854	140,801	187,591	2,582,563
1855	3,664,095	301,952	325,851	4,291,898	1,093,195	285,643	119,021	1,497,859	2,213,292	154,384	247,478	2,909,667
1856	3,242,458	288,427	348,699	3,879,584	1,117,504	324,168	130,999	1,572,671	2,088,903	198,886	236,700	2,815,760
1857	2,412,923	322,612	329,986	3,065,522	962,576	266,588	12,103	1,241,267	1,709,692	184,617	182,512	2,326,706
1858	1,865,693	309,142	335,915	2,510,751	762,255	223,309		985,564	1,542,646	187,729	170,603	2,126,881
1859	1,883,685	365,720	474,888	2,724,293	794,011	233,578	27,260	1,054,849	1,632,932	334,609	196,104	2,405,314
1860	2,328,158	333,359	599,620	3,312,546	851,974	239,787	104,455	1,196,216	1,946,195	423,523	160,084	2,819,898
1861	2,111,023	338,905	406,321	2,905,839	744,432	246,474	75,725	1,066,631	1,639,535	324,958	143,237	2,348,906

Condensed Table, showing the principal items of Revenue, Expense, and Working (continued).

Year ending Nov. 30.	Passengers.		Cost of transp'tation.			Locomotive engines.				Coal & freight cars.		Passenger cars.		State road cost.	R. R. bars used in repairs.	Wood used, Cords.	Coal used, Tons.	Oil used, Galls.	Number miles.	
	Total number.	Equal to through	Coal per ton.	Md'se per ton.	Pass'ger through each.	Total.	Miles ran.	Aver. of coal trains.	Cost of repairs.	Total number.	Cost of repairs.	Total number.	Cost of repairs.						Main track open.	Double track.
	No.	No.	Cts.	Cts.	Cts.	No.	Miles.	Tons.	$	No.	$	No.	$	$	Tons.	Cords.	Tons.	Galls.	Miles.	Miles.
1843	56,554	26,424	46.00	66.5	38.7	39	393,192	162	13,224	1,800	14,319	14	903	14,472	2	15,555		5,797	95	10
1844	66,503	33,979	41.08	64.7	37.3	47	613,041	194	27,733	2,731	38,663	14	3,108	22,087	26	24,148		12,149	95	92
1845	63,719	33,146	37.01	75.7	43.1	54	810,285	295	29,941	3,444	48,775	14	4,112	25,869	56.6	43,218		24,684	95	93
1846	88,641	45,155	38.89	75.6	44.4	72	1,014,102	360	47,232	5,075	77,287	14	5,109	39,545	235	68,006		45,672	95	95
1847	97,463	49,604	45.84	85.9	47.2	77	1,184,272	354	74,916	5,108	119,680	16	6,427	50,374	312.2	90,717		40,565	95	95
1848	105,720	55,509	45 05	93.9	56.7	84	1,136,572	377	92,430	5,086	137,930	22	8,396	52,482	666.2	66,686		43,761	95	95
1849	95,577	49,097	43.62	82.4	66.5	86	1,047,014	372	80,764	5,086	140,763	22	6,326	38,458	521.8	50,264		28,561	95	95
1850	92,726	46,041	40.69	67.3	73.7	92	1,233,144	372	76,245	5,117	163,780	20	7,880	40,313	670.7	53,997	4,345	42,845	95	95
1851	127,590	57,593	38.54	69.2	69.9	89	1,461,772	368	97,750	5,136	153,771	28	8,445	17,587	1,045.1	61,222	9,663	44,062	95	95
1852	155,164	69,579	35.36	77.5	86.8	103	1,517,931	366	99,027	5,241	160,436	30	11,638	17,198	1,319.8	52,990	15,963	37,083	98	98
1853	211,819	92,657	35.07	76.8	62.9	103	1,466,894	384	119,696	5,476	155,531	38	8,088	21,191	1,571.5	38,376	24,971	33,456	98	98
1854	266,631	105,219	41.06	81.7	74.2	121	1,674,403	409	214,134	5,703	242,892	45	14,726	25,684	2,121.6	31,544	40,178	45,330	98	98
1855	277,617	111,822	33.61	80.01	84.49	141	1,948,225	423	201,205	5,724	205,923	54	14,389	35,734	4,985.9	28,140	52,145	52,315	98	98
1856	282,300	106,205	35.21	67.85	100.42	141	1,942,317	412	233,572	5,719	217,959	58	18,901	39,686	5,933.7	23,274	51,020	43,940	98	98
1857	291,679	107,039	36.03	68.54	70.1	142	1,707,366	411	197,833	5,755	174,550	58	13,629	34,104	4,794.2	20,334	47,894	39,066	98	98
1858	285,651	104,519	27.74	62.8	73.9	142	1,570,482	422	151,493	5,634	120,260	58	12,025	25,066	4,440	14,721	39,281	33,782	152	98
1859	379,406	126,076	23.02	47.6	96.5	144	1,702,257	436	153,337	5,695	122,283	64	16,189	11,473	3,332	15,648	41,333	33,800	152	98
1860	385,304	129,978	21.74	38.61	87.44	145	1,852,485	443	158,376	5,596	147,417	64	16,850	11,081	4,231	10,560	51,703	44,023	152	98
1861	368,651	140,451	20.82	45.77	83.52	145	1,695,927	436	134,098	6,673	122,513	65	16,976	5,796	3,499.9	7,738	38,964	32,998	152	98

REPORT OF CHIEF ENGINEER.

ENGINEER DEPARTMENT, P. & R. R. R.,
POTTSTOWN, Dec. 23d, 1861.

CHARLES E. SMITH, ESQ.,
PRESIDENT.

SIR:—I inclose herewith the usual Statements of Roadway and Renewal expenditures, for the fiscal year, ending November 30th, 1861; with the records of accidents, wear of rails, &c.

ROADWAY.

You will observe an excess in the Roadway expenditures over the previous year, in the items of Roads and Bridges, and Police; which is accounted for by the lease of the Schuylkill Valley and Mill Creek Railroads, comprising 48.79 miles of additional track, the repairs of which, for four months of the year, has cost $8,068 57; and by the transfer of sundry policemen from the Transportation to the Roadway Department, by which the expenditures of the former have been decreased, and the latter increased $3,366 24.

There has also been some increase in the Police force, caused by the troubled state of the times.

In the item of $8,068 57 for one-third of a year's repairs on the Schuylkill Valley and Mill Creek Railroads, are included the wear of rails, and an outlay of $958 51, for the construction of a branch road to the new coal-breaker at Mr. P. Fisk's mines; both of which, in the application of our system of accounts, should have been charged to Renewal, but owing to there having, thus far, been no Renewal fund provided for the laterals, they have been absorbed by Roadway.

As a provision for similar contingencies in the future, and to enable us to extend our system of accounts over the laterals, I would respectfully recommend that the usual $\frac{5}{100}$ of a cent per ton per mile on the tonnage over these two laterals, as well as all others which may hereafter pass into the management of our Company, shall be set aside as a Renewal fund.

The extent of Railway in charge of the Department, Nov. 30th, 1861, is as follows:

	Miles of Main Track.	Miles of Sidings.		Total Miles.
Philadelphia and Reading Railroad, . .	198.00	56.82		254.82
Willow Street Railroad, ...	3.50	0.54		4.04
Mt. Carbon and Port Carbon Railroad, . .	5.00	6.41		11.41
Mount Carbon Railroad, ...	1.00	1.94		2.94
Lebanon Valley Branch, ...	62.98	7.69		70.67
Chester Valley Branch, ...	21.50	1.80		23.30
Schuylkill Valley Branch, ...	14.23	18.94	4 mos.	33.17
Mill Creek Branch, ...	5.75	9.87	4 mos.	15.62
Total,	311.96	104.01		415.97

Making due allowance for the four months we have had charge of the Schuylkill Valley and Mill Creek roads, the cost of repairs per mile of track has been $642 79 against $673 56; and per ton of traffic, 10.49 cents against 8.05 cents in 1860. This latter comparison is made on an aggregate tonnage, which has not been increased by the acquisition of the control of the laterals; and the unexpected falling off in the coal trade from Schuylkill County, in the last four months of the fiscal year, was a collapse too sudden to be followed by a corresponding reduction in expenses.

RENEWAL.

The Renewal account for the year includes the following items:

Road-beds and Tracks.

New rails used in main track, . .	3,499.9 tons,	$171,636 15	
Less old rails taken out, ...	3,122.6 "	85,678 40	
Cost of renewing rails, ...			$85,957 75
Relaying 6.48 miles of track on the main road, ...			2,887 64
Superintendence, hauling, &c., ...			8,681 95

Sidings and Switches.

On the main road, Sidings have been constructed at Willow Street wharf, Planes, Reading, Shoemakersville, and Schuylkill Haven, making together 1.63 miles, at a cost of	10,887 31	
And on the Lebanon Valley Branch, at Wernersville, Missemers, Swatara, and Harrisburg,—0.66 mile— .	4,930 62	
For 2.29 miles of new siding, ...		15,817 93

Bridges.

A Stone Bridge with an oblique arch of 28 ft. span, has been constructed, to pass Laurel Street, in the City of Reading, under the Railroad, at a cost of . . .	1,920 51	
An Iron Girder Bridge at Phoenixville, of 12 ft. clear span, to pass the cinder roads of the Phoenix Iron Company under the Railroad, ...	1,111 43	
And a Culvert to accommodate the drainage of the City of Harrisburg, ...	427 75	
For bridges, ...		3,459 69

Depots and Water Stations.

Extension of Broad Street Depot, ...	3,605 30	
Market sheds at Broad Street, and Crane on Willow St. wharf, ...	921 72	
Depot buildings at Richland and Birdsboro, . . .	1,828 91	
Smith Shop at Palo Alto, and Scale House at Plane, .	1,658 05	
Weigh Scales at Plane, Richmond, and Harrisburg, .	2,862 84	
Paving and Water Pipes at Richmond, by order of City Councils, ...	1,821 66	
For Stations, ...		12,698 48

In proportion to the tonnage, there has been broken one car for every 26,099 tons carried.

Number of accidents, ...	28
" cars broken, . . .	90
" persons killed, . . .	18
" persons injured, . .	20

Of the persons killed there were four, and of those injured nine only, connected in any way with the road or its traffic.

The remainder were improperly upon it for their own convenience; a practice which is greatly to be regretted, but which the Railroad Company has no power to stop.

No passenger has been killed or injured during the year.

Yours very respectfully,

J. DUTTON STEELE,
Chief Engineer.

Detailed Statement of Expenses of the Roadway Department of the Philadelphia and Reading Railroad, for the Year 1861.

REPAIRS OF ROAD.		
Raising and Repairing Track,	$57,393 24	
Ballast,	10,019 80	
Clearing Ditches,	5,045 37	
Walls and Embankments,	5,642 19	
Sills and Creosoting (No. 76,063),	33,997 70	
Timber and Lumber,	3,000 59	
Spikes,	3,352 88	
Chairs,	9,801 54	
Frogs,	6,745 32	
Switches,	4,480 81	
Sidings,	6,645 74	
Tools and Hardware,	4,080 68	
Oil and Sundries,	5,039 62	
		$155,245 48
REPAIRS OF BRIDGES.		
Stone Bridges,	1,857 16	
Iron "	253 07	
Wooden "	5,335 63	
Farm and Road Bridges,	1,196 82	
		8,642 68
STATION AND OFFICE BUILDINGS.		
Passenger and Freight Depots and Offices,	8,476 54	
Engine Houses,	582 65	
Water Stations,	1,971 34	
Workshops,	314 79	
Dwelling Houses,	2,647 83	
		13,993 15
STATIONARY MACHINERY AND DISTRIBUTION OF MATERIALS.		
Stationary Machinery,	2,928 64	
Labor in Yard,	4,417 19	
Expenses of Engines and Cars,	14,669 52	
		22,015 35
RICHMOND WHARVES.		
Repairs of Trestle-work,	4,516 04	
Re-planking,	9,499 24	
Shutes,	1,860 59	
Tracks and Switches,	824 13	
Docks and Wharves,	1,912 12	
Dredging,	487 57	
		19,099 69
POLICE OF ROAD.		
Watchmen at Bridges,	6,265 20	
" at Stations,	2,565 50	
" at Tunnels,	936 00	
" at Road Crossings,	5,642 17	
		15.408 87
SUNDRIES.		
Clearing Ice and Snow,	326 54	
Repairing Telegraph,	2,472 38	
Coal,	704 84	
Sundries,	576 16	
Superintendence and Stationery,	7,988 71	
		12,068 63
Total,		$246,473 85

Comparative Statement of the Number of Cars broken on the Philadelphia and Reading Railroad (and Branches) for the years 1848 (*from July* 1, 1848, *to Nov.* 30, 1848), 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, *and* 1861.

Cause of Accidents, ...	Broken axle.	Broken wheel.	Broken spring and pedestal.	Broken bumper lying on track.	Broken rail.	Bent axle.	Loose wheel.	Loose brake block falling on track.	Rail out of track.	Collision.	Wood falling off tanks.	Brake lever catching on sills.	Bottom of car dropping.	Pulling-bar catching on sills.	Running over cattle.	Cow-catcher catching on sills.	Running over loose wheel.	Switch wrong.	Roping cars.	Wood car breaking.	Running too fast over crossing.	Engine pushing.	Running off tracks.	Rocks sliding on tracks.	Tree falling across tracks.	Track spreading.	Car off track in passing train.	Merchandise falling off cars.	Stopping suddenly.	Switch-rod breaking.	Unknown.	Total number of accidents.	Total number of cars broken.	Number of persons killed.	Injured.	Cattle killed.
From July 1 to Nov. 30, 1848,	125	46	4	1	5	10	44			43	19	6			56			6	8						1		6			1	58	387	5	5	
Total for the year 1849, . .	233	28	19	5		3	31			23	6	29	11		37			5	5				1			3	15				35	161	489	12	5	
Total for the year 1850, . .	261	2	17	2	1	1	54			49	77	7	3		12		6	1	1	8	1	16	5	5			1				14	152	543	6	5	
Total for the year 1851, . .	219	47	7	16	5	19	24			56	28	18	4		43			22	10							2			3	3	4	168	530	13	9	42
Total for the year 1852, . .	223	40	1	5	1	5	45		4	86	10	6	1	5	11	2		3	11	3			2								3	185	467	20	3	36
Total for the year 1853, . .	219	49	12	4	1	21	16			116	9	10	4		42			6	14			2	4						1	1	5	165	541	24	9	22
Total for the year 1854, . .	191	33	4	3	38	15	53	47	16	174		57	7		19			16	2					8			12	1	2			185	651	20	13	30
Total for the year 1855, . .	132	28	4	28	1	59	40	53		174		12	6	15	12			24	3			1		3					2		2	179	619	29	7	46
Total for the year 1856, . .	102	96	3	5	10	12	13	19		93		2						28							4		12		11		12	170	422	28	11	19
Total for the year 1857, . .	40	17	6			19	13	8		28			5					1	4								15	8	4			66	170	9	7	18
Total for the year 1858, . .	1		1			10	4			43	1				2				1		8								3	4		19	76	13	13	36
Total for the year 1859, . .	1		3	4		1	6	6		31								2											2			27	56	19	5	65
Total for the year 1860, . .	15	1	3	1		1				42		6						1				2	8					1				25	81	14	9	51
Total for the year 1861, . .	1	3	1			3	4			46								26	1			2				2			1			28	90	18	20	50

RECAPITULATION.

From July 1 to December 1, 1848, 1 car broken for every 1,485 tons of coal carried.

In the year 1849,	"	"	2,292	"	"
1850,	"	"	2,490	"	"
1851,	"	"	3,114	"	"
1852,	"	"	3,534	"	"
1853,	"	"	2,875	"	"
1854,	"	"	3,054	"	"
1855,	"	"	3,574	"	"
1856,	"	"	4,950	"	"
1857,	"	"	10,057	"	"
1858,	"	"	27,985	"	"
1859,	"	"	42,952	"	"
1860,	"	"	34,814	"	"

Statement of Rails removed from Tracks, and Cost of renewing Iron per Ton carried over the Road.

Years.	Tonnage.	Number of bars removed from tracks.	In proportion to Tonnage.	Cost of Renewing Iron.	Cost per ton in cents.
1848	1,570,531	4,070	1 bar for 385	$20,650 23	1.31
1849	1,429,564	3,352	1 " 426	12,536 01	0.88
1850	1,743,680	4,219	1 " 413	12,115 07	0.69
1851	2,145,132	5,932	1 " 361	25,855 25	1.21
1852	2,122,171	7,327	1 " 303	24,954 24	1.17
1853	2,076,197	8,032	1 " 233	35,546 59	1.71
1854	2,582,563	11,112	1 " 232	67,176 08	2.60
1855	2,909,667	25,965	1 " 113	160,138 64	5.60
1856	2,815,760	31,036	1 " 91	204,502 51	7.26
1857	2,326,706	23,568	1 " 98	154,686 50	6.64
1858	2,126,881	19,761	1 " 108	128,629 15	6.49
1859	2,405,314	16,337	1 " 147	103,334 65	4.29
1860	2,819,898	19,291	1 " 146	114,420 90	4.06
1861	2,348,906	17,579	1 " 133	85,957 75	3.65

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Railroad Company, held January 13, 1862, *the following Resolutions were adopted:—*

Resolved, That the Report of the Board of Managers this day presented and read, be, and the same is, hereby approved, accepted, and adopted.

Resolved, That the Board of Managers be, and they are hereby authorized, at their discretion, to carry into effect any of the measures proposed in their report, and if in their opinion needful, to enter into any contracts or agreements for that purpose.

Resolved, That the Board of Managers be, and they are hereby authorized to enter into such contracts with respect to connecting roads as they may deem advisable.

Resolved, That the powers and authorities conferred upon and granted to the Board of Managers, by the Resolutions passed at the last annual meeting, be and the same are hereby continued.

Resolved, That a vote of thanks be, and the same is hereby presented to the President and Board of Managers, for the very efficient and satisfactory manner in which the affairs of the Road have been conducted during the past year.

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Railroad Company, held January 13, 1862, *the following gentlemen were unanimously elected Officers for* 1862.

PRESIDENT.

CHARLES E. SMITH.

MANAGERS.

ASA WHITNEY,
S. M. FELTON,
H. PRATT MCKEAN,
WM. SELLERS,
JOHN H. TOWNE,
A. E. BORIE.

TREASURER.

SAMUEL BRADFORD.

SECRETARY.

W. H. MCILHENNEY.

REPORT

OF THE

PRESIDENT AND MANAGERS

OF THE

PHILADELPHIA AND READING RAILROAD CO.

TO THE

STOCKHOLDERS,

January 12, 1863.

PHILADELPHIA:
MOSS AND CO., 430 MARKET STREET.
1863.

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PRESIDENT AND MANAGERS

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MOSS AND CO., 430 MARKET STREET.
1863.

TO

THE STOCKHOLDERS

OF THE

Philadelphia and Reading Railroad Company.

The Managers submit the following

REPORT

Of the receipts and expenditures for the year ending November 30th, 1862, with the Treasurer's general balance-sheet, exhibiting the financial condition of the Company at that date.

TRANSPORTATION AND INCOME ACCOUNT FOR 12 MONTHS ENDING NOVEMBER 30, 1862.

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.				DR.	CR.
			Receipts of the Road.				
			Travel 396,466, equal to 150,970 through Passengers, .				$403,563 77
			Freight on Merchandise, 451,732 9.10 Tons, . .				523,416 16
			Freight on Coal, 2,310,990 10.20 Tons, @ 1.24.6 cts., .				2,879,419 55
			United States Mail, ...				19,618 00
			Miscellaneous Receipts, ...				85,812 74
							3,911,830 22
			Working Expenses:				
			Running Account.				
			Fuel, Wood, 6338 Cords, . . .	$16,574 92			
			Cutting, Loading, &c., ...	9,683 32			
					$26,258 24		
			Coal, 44,754 Tons Anthracite, ...		109,646 25		
			Oil, 43,598 Gallons, ...		31,932 14		
			Tallow, Lard, Grease, and Cotton Waste, . . .		13,699 83		
			Wages of Engineers, Firemen, Conductors, and all hands, ...		193,356 71		
			Tolls paid City Railroad, &c., ...		1,743 87		
			Hauling Expenses on Broad Street, ...		5,342 02		
			Hauling and assorting Cars at Sch. Haven,	12,397 71			
			Do. do. do. Richmond,	27,348 88			
			Do. do. do. Port Carbon,	14,412 62			
					54,159 21		
			Paid for Coal lost by accidents, ...		2,062 96		
$288,587 07	$88,246 77	$74,200 99	Do. Sundries, Telegraph, Water-rents, &c., . .		12,833 60		
						$451,034 83	
			Workshop Account.				
			Wages of all Machinists, Blacksmiths, Carpenters, &c., ...		208,051 96		
			Bar Iron, Steel, Blooms, &c., ...		28,681 60		

			Pig Iron for Foundry,		9,893 96		
			Copper, Spelter, Tin, Lead, &c.,		8,502 68		
			Timber and Lumber,		18,504 23		
			Coal used in Shops, Anthracite,	8,728 87			
			Do. do. Bituminous,	1,665 19			
					10,394 06		
			Wheels, Axles and Tires, made at Iron Foundry and Tilt-Hammer Shop,		25,950 07		
			Hardware, Paints and Oils, Leather, Stone, Lime, and Repairs of Tools,		16,749 10		
			Sundries, Patents, &c.,		2,849 06		
					329,576 72		
			Repairs of 143 Engines,	132,405 72			
			Do. 6173 Coal Cars,	127,388 67			
			Do. 1127 Merchandise Cars,	42,104 67			
			Do. 67 Passenger Cars,	19,018 10			
			Work at Depots, Stationary Engines, Wood Cutting, &c.,	8,659 56			
225,452 85	68,575 94	35,547 93		329,576 72		329,576 72	
			Depot Account.				
			Wages of all hands,		37,332 46		
			Do. Watchmen,		16,668 01		
32,448 00	25,264 82	5,733 50	Pumping Water, Coal, Materials, and Horse Hire,		9,445 85	63,446 32	
			Superintendence Account.				
			Salaries of all Officers, Agents, &c., on the Road,		53,885 98		
			Stationery at all Depots and Offices do.		8,283 87		
			Contingent Expenses—Law, Travelling, Advertising, Stationery, Salaries, &c., Philadelphia Office,		66,483 38		
89,941 66	22,293 09	16,418 48				128,653 23	
			Lateral Railroads, Expenses.				
4,678 35	201 22	150 91	Salaries and other expenses,			5,030 48	
641,107 93	204,581 84	132,051 81	Carried forward,			977,741 58	3,911,830 22

Belonging to Coal.	Belonging to Merch'dse.	Belonging to Travel.			DR.	CR.
$641,107 93	$204,581 84	$132,051 81	Brought forward,		$977,741 58	3,911,830 22
			Roadway Department.			
			For Repairs and Renewal of			
			ROADWAY, 437.45 miles, Single Track.			
			Raising and Repairing Tracks,	$72,460 28		
			Ballast and Broken Stone,	8,123 75		
			Clearing Side Ditches,	6,136 57		
			Walls and Embankments,	5,893 19		
			70,271 Sills and Creosoting,	29,451 75		
			Timber and Lumber,	3,409 96		
			Spikes and Nails,	3,202 27		
			Chairs,	6,142 51		
			Frogs,	6,662 46		
			Switches,	5,325 60		
			Sidings and Coal Shutes,	7,787 00		
			Tools and Hardware,	5,012 51		
			Oil and Sundries,	3,358 61		
115,158 66	23,674 83	24,132 97			$162,966 46	
			BRIDGES.			
			Stone Bridges,	358 08		
			Iron Bridges,	3,907 65		
			Wooden Bridges,	2,915 42		
			Farm and Road Bridges,	1,153 79		
5,917 81	1,250 24	1,166 89			8,334 94	
			BUILDINGS.			
			Passenger and Freight Depots,	6,802 27		
			Engine Houses,	828 07		
			Water Stations and Wood Sheds,	1,413 90		
			Turning Platforms,	323 00		

			Workshops,	617 62		
			Dwelling Houses,	1,117 03		
7,882 34	1,665 28	1,554 27			11,101 89	
			MACHINERY,			
			Standing Machinery,	2,300 41		
			Labor in Yards,	4,723 61		
			Expenses of all Engines used in this Departm't,	18,801 88		
18,336 39	3,873 88	3,615 63			25,825 90	
			RICHMOND WHARVES.			
			Trestle Work,	3,515 29		
			Replanking,	6,947 14		
			Shutes,	1,318 95		
			Tracks and Switches,	680 02		
			Docks and Wharves,	6,433 45		
18,894 85					18,894 85	
			POLICE.			
			Watchmen at Bridges,	6,581 50		
			Do. Stations,	3,222 62		
			Do. Tunnels and Crossings,	8,068 72		
12,689 72	2,680 92	2,502 20			17,872 84	
			SUNDRIES.			
			Clearing Ice and Snow,	405 32		
			Repairing Telegraph,	1,623 98		
			Law and Travelling Expenses,	95 38		
			Coal,	850 00		
			Superintendence, &c.,	8,493 82		
8,475 80	1,790 66	1,671 28	Sundries,	469 24		
828,463 50	239,517 65	166,695 05	Or 1.10.41 cents per through Passenger.		11,937 74	256,934 62
		239,517 65	" 53 02 " Ton Merchandise.			
		828,463 50	" 35.85 " Ton Coal.			
		1,234,676 20	Total Expenses, Working and Repairing Road and Machinery, ... Carried forward,			1,234,676 20 3,911,830 22

TRANSPORTATION AND INCOME ACCOUNT—*Continued.*

			DR.	CR.
Brought forward,			$1,234,676 20	$3,911,830 22
Drawbacks and Allowances.				
Dumpage,	$120,072 43			
Freight on Missing Coal,	1,494 81			
Errors in Freight and Tolls Bills,	2,479 84			
		$124,047 08		
Rents and Ground Rents,		107,828 35		
State, County, and City Taxes,		9,582 38		
Profit and Loss, Interest, Damages, &c.,		16,568 22		
Rent of Coal and Merchandise Freight Cars,		744 40		
Insurance Account,		13,846 53		
United States Tax on Travel Receipts, &c.,		29,289 98		
			301,906 94	
				1,536,583 14
Net Profit for the Year,				$2,375,247 08
Interest on Bonded Debt.				
Coupons due 1st April, 1862, on 1850 and 1870 Bonds, $3,103,600, 3 months, @ 1½ per cent.,		46,554 00		
Coupons due 1st July, 1862, on 1867, 1871, 1880, 1886 Bonds—				
6 per cent. Bonds, $6,640,800, @ 3 per cent.	$199,224 00			
5 do. do. 600,000, @ 2½ do.	15,000 00			
7 do. do. 1,475,000, @ 3½ do.	51,625 00			
		265,849 00		
Coupons due 1st October, 1862, on 1850 and 1870 Bonds— $3,103,600, @ 3 per cent.,		93,108 00		
Coupons due 1st January, 1863, on 1867, 1871, 1880, 1886 Bonds—				
6 per cent. Bonds, per Rpt. Nov. 30, '61, $6,640,800				
Less, bought with Sinking Fund, 349,500				
$6,291,300 @ 3 per cent.	$188,739 00			

5 per cent. Bonds, ...		600,000 @ 2½ do.	15,000 00		
7 do. do. per Rpt. Nov. 30, '61,	1,475,000				
Less bought with Sinking Fund, . .	5,000				
		1,470,000 @ 3½ do.	51,450 00		
				255,189 00	
Coupons due 1st April, 1863, on 1850 and 1870 Bonds—					
Bonds, per Report Nov. 30, 1861,	$3,103,600				
Less bought with Sinking Fund, . .	19,000				
		3,084,600 @ 1½ per cent., . .		46,269 00	
					706,969 00
Total Interest on Bonded Debt for 1862, ...					
One Year's Interest on Bonds and Mortgages—					
Per Report Nov. 30, 1861, . . .	$592,200				
Less, paid off this year, . . .	2,000				
	$590,200 @ 6 per cent., ...				35,412 00
Total Interest for the Year, ...					742,381 00
Renewal Fund.					
Five cents per 100 Tons on 558,944,544 Tons transported one mile during 12 months, ending November 30, 1862, ...					279,472 27
					1,021,853 27
Dividend Fund for the Year,					1,353,393 81
Which has been disposed of as follows:					
Sinking Fund, Loan 1836–67 and '80, ...			$25,000 00		
Sinking Fund, Loan 1849–70, ...			75,000 00		
Sinking Fund, Loan 1880, ...			140,000 00		
Sinking Fund, Loan 1856–86, ...			50,000 00		
Sinking Fund, Loan 1857–86, ...			52,980 90		
Sinking Fund, Loan 1861–71, ...			43,600 00		
				386,580 90	
State Tax on Capital for 1862, ...				28,374 71	
Dividend on Preferred Stock, 7 per cent. on $1,551,800, ...				108,626 00	
Accrued Interest for 1862, on Reserved Dividends Preferred Stock, . . .				17,826 56	
					541,408 17
					811,985 64
Balance of Dividend Fund, 1862,					178,970 57
Add Balance of Dividend Fund, 1861,					
Total Reserved Fund,					$990,956 21

The winter of 1861–62 will be long remembered by the miners and producers of coal as a period of great discouragement and depression. From this cause much less than the average amount of preparation was made for the business of the past season.

Upon the opening of navigation in the spring, coal was offered in the principal markets of the country at prices so much below any heretofore known, that it was felt that the interests of the Company, as well as its duty to those who relied upon it for means of access to market, required of it an unusual reduction in the rates of transportation.

They were accordingly established, until the 1st of July, sufficiently low to enable Schuylkill coal to maintain its previous position.

On the 4th of June a freshet occurred, the most disastrous ever known in the coal district. The road escaped with trifling damage, its traffic being interrupted from this cause only two days. Since the 1st of July a largely increased business has been done at satisfactory prices.

The following tabular statement in detail for each branch of traffic, shows the comparative results of the year:

	1861.		1862.			
Travel,	140,451 Pass'rs,	$338,905	150,970 Pass'rs,	$403,564	Inc. $64,659=	$19\frac{1}{10}$
Mdse.,	324,958 Tons,	406,321	451,732 Tons,	523,416	" 117,095=	$28\frac{8}{10}$
Coal,	1,639,535 "	2,111,023	2,310,990 "	2,879,419	" 768,396=	$36\frac{4}{10}$
Mail,		19,618		19,618		
Miscellaneous,		29,971		85,813	" 59,842=	$199\frac{6}{10}$
Gross Receipts,		2,905,838		3,911,830	" 1,005,992=	$34\frac{6}{10}$
Gross Expenses,		1,492,933		1,816,055	" 323,122=	$21\frac{6}{10}$
Net Profits,		$1,412,905		$2,095,775	" 682,870=	$48\frac{3}{10}$

Gross expenses, including Renewal Fund, in the
Year 1861 were $51\frac{38}{100}$ of Gross Receipts.
" 1862 " $46\frac{42}{100}$ " " Decrease, $4\frac{96}{100}$.

The receipts and expenses, per passenger and per ton, have been as follows, viz.:

	1861.			1862.		
Per Passenger,	Cost, $1	$34\frac{5}{10}$	Rec'd, $2	$41\frac{3}{10}$	Cost, $1	$10\frac{4}{10}$	Rec'd, $2	$67\frac{3}{10}$
Mdse. per Ton,	"	$70\frac{2}{10}$	" 1	$25\frac{4}{10}$	"	53	" 1	$15\frac{8}{10}$
Coal "	"	41	" 1	$28\frac{7}{10}$	"	$35\frac{8}{10}$	" 1	$24\frac{6}{10}$

The result of the year's business, as condensed from Transportation and Income Account, may be stated thus:

Gross Receipts, ...			$3,911,830 22
Deduct working expenses, including Renewal Fund, .			1,816,055 41
Profits, or receipts over cost of working the road, . .			$2,095,774 81
From which deduct			
Interest on Bonded Debt, . . .		$706,969 00	
" Bonds and Mortgages, . .		35,412 00	
			742,381 00
Leaving for net profit or Dividend Fund, . . .			$1,353,393 81
This has been credited as follows:			
Sinking Funds, ...		$386,580 90	
State Tax on Capital, ...		28,374 71	
Dividend on Preferred Stock, . .		108,626 00	
Accrued interest for 1862 on Preferred Stock Dividends not paid, . .		17,826 56	
			541,408 17
Balance carried to Reserved Fund, 1862, . . .			$811,985 64
Amount to credit of Reserved Fund, 1861, per Report of Nov. 30, 1861, .		$780,742 40	
From which is deducted for			
Sundry drawbacks on traffic of 1861, paid, . .	$18,451 58		
Credit due to Sinking Funds out of income of 1861, .	27,373 31		
Difference between the par and the estimated value of stocks and bonds held by the Company, and debts considered doubtful,	555,946 94		
		601,771 83	
			178,970 57
Total Reserved Fund, ...			$990,956 21

After deducting all expenses, including Renewal Fund and interest on the bonds, the net profits are $1,353,393 81, which is equal to $11\frac{72}{100}$ per cent. on all the outstanding stock, common and preferred.

The chief items of expenditure to which this sum has been applied are as follows:

Payments on account of the $450,642 72 scrip issued for the arrears of dividend on the Preferred Stock,	$358,702 18
Bonds of the Company for the Sinking Funds,	373,500 00
New Cars and Engines,	284,323 35
Construction of the Mahanoy and Broad Mountain Railroad, for which the bonds and stock of that Company are held,	347,990 00

The amount of bonds purchased for the Sinking Fund having accumulated to a sum sufficient to form a basis of a dividend in stock to the common stockholders, one of seven per cent. has been declared, payable on the 16th of February next.

The charges to Construction or Capital Account during the year have been:

For Real Estate in St. Clair Schuylkill County, Conshohocken, and Port Richmond,		$2,241 00
For locomotive engines and cars:		
507 eight-wheeled coal cars.		
158 four-wheeled coal cars.		
54 merchandise cars.		
1 eight-wheeled mail car.		
1 " passenger car.		
721 cars. Total cost,	$264,028 50	
1 eight-wheeled tender,	1,267 36	
New engines,	19,027 49	
		284,323 35
For Lebanon Valley Branch:		
Final settlement of contract on account construction of the Eastern division,		37,772 74
For propeller and coal barges,		13,940 00
For Shamokin Valley and Pottsville Railroad purchase,		50,000 00
For Schuylkill and Susquehanna Railroad stock,		13,447 50
For Philadelphia, Reading, and Pottsville Telegraph stock,		50 00
		$401,774 59

Fifty-three of the merchandise cars above referred to as purchased during the year, were received on the settlement of the last of the car loans.

The net profits of the Lebanon Valley Branch during the year have been 9½ per cent., after paying the interest on the outstanding bonds issued for its construction.

The reports of the General Superintendent and of the Chief Engineer, together with the tabular statements which accompany them, exhibit in detail the operations of the Transportation and Roadway Departments.

At the present time coal intended for consumption in the City of Philadelphia, as well as that destined for points on the Pennsylvania, the West Chester, and the Baltimore Railroads, is brought to the terminus of the road near Callowhill Street, and, excepting that which is sent down Willow Street, is all hauled through Broad Street to the coal yards, or to the several railroad stations, where it is again taken by a locomotive to its point of destination.

During the past winter the capacity of the railroad in Broad Street proved totally inadequate to pass the quantity of coal offering, although the hauling was continued day and night.

With a view to withdraw this traffic from the streets of the city, to increase the business of the road, and to relieve the coal from an unnecessary charge, a joint agreement has been entered into with the Pennsylvania Railroad Company and the Philadelphia, Wilmington, and Baltimore Railroad Company, to construct the Junction Railroad, from Belmont near the foot of the old inclined plane on the Columbia Railroad, along the west bank of the Schuylkill River to the Baltimore Railroad near Gray's Ferry, with suitable connections with the Pennsylvania and West Chester Railroads. The total length of the road will be 4⅝ miles. It is intended to be finished by the month of June next. To provide for the cost of the road, the bonds of the Junction Railroad Company have been authorized to be issued to the amount of $500,000, bearing six per cent. interest, guaranteed by each of the Companies who are parties to the agreement, in which it is also provided that the charge for the use of the road shall be adequate to pay the cost of repairing and working it, the interest on the bonds, and $15,000 per year to a sinking fund, which is sufficient to redeem all the bonds before their maturity. For this reason the contingent liability of the Company under its guarantee has not been included in the general account of its debts and assets.

The shipment of coal at Richmond, in the winter season, has always been more or less interrupted through the fear of ice in the Delaware

river. With a view to avoid this impediment, an agreement has been made with the Philadelphia, Wilmington & Baltimore Railroad Company, to construct a large pier in the river Delaware at Newcastle, thirty miles below Philadelphia, where it is navigable at all seasons. The coal trains will leave the line at Belmont, passing over the Junction Railroad, and through to Newcastle without stopping. The pier is expected to be finished and ready for use next winter.

Piers Nos. 4, 6 and 8, at Port Richmond, have been extended during the past year, and several miles of additional sidings have been laid. These improvements have added greatly to the convenience and shipping capacity of the Company's wharves.

At the last session of the Legislature, the Company was authorized to own vessels to be employed in the transportation of coal from Port Richmond. During the past season a propeller and two barges have been built as an experiment, of an aggregate capacity of 700 tons. Their performance thus far indicates that they will equal the expectations that were entertained of them. It is believed that this mode of transportation will materially reduce both the time and cost of delivering coal at all points accessible to boats of their class.

A dividend of seven per cent. in cash out of the earnings of the year has been declared on the preferred stock, payable on the 15th inst.

The scrip issued for the arrears of dividends due on this stock, amounting, with interest, to $450,642 72, fell due on the 31st of December. In accordance with the suggestion made in the last annual report, $358,702 08 were purchased during the year, and the remainder, $91,940 64, was paid at maturity.

$373,500 of the bonds of the Company have been purchased for the sinking funds during the year. Owing to the high rates which the bonds of the Company command, a portion of these are held provisionally, in accordance with the terms of the sinking funds, as a security for the ultimate redemption of the loans to which they may be assigned. In view of the probable continuation of the present inflation of prices, it is suggested that authority be conferred on the Managers to purchase the bonds of the Company at current market rates, if they should deem it expedient to do so.

During the past year the Board has had to regret the loss of the valuable services of Mr. W. H. McIlhenney, who so long and faithfully performed the duties of Secretary of the Company. Owing, it is believed, to excessive application, his sight became so seriously impaired as to compel him to relinquish his position. It is to be hoped that his affliction may

prove to be only temporary. Mr. William H. Webb has been appointed in his stead.

By order of the Board of Managers.

CHARLES E. SMITH,
President.

PHILADELPHIA, January 12th, 1863.

RENEWAL FUND, 1861–62.

Dr.

To New Railroad Iron—		
Used on Main Tracks, . . 2,706.08 tons, .	$121,930 70	
Less, old Railroad Iron taken up, 2,681 " .	59,309 20	
		$62,621 50
New Tracks, Sidings, and Switches—		
Lebanon Valley Railroad, second Track, 8 miles, .	50,770 09	
New Tracks and Sidings on Mill Creek Railroad, 2¼ miles, ...	13,588 76	
New Sidings at Richmond and Reading, 2.27 miles,	7,122 14	
" " Palo Alto, . . 0.44 "	980 12	
" " Harrisburg and Prescott, 0.50 "	2,822 32	
		75,283 43
Bridges—		
Herbine's Bridge; Turnpike Bridge at Mount Carbon; Permanent Bridges on Mill Creek Railroad; Drains, &c., at Conshohocken, ...		12,520 43
Depots—		
Extending Wharves and paving Streets at Richmond; New Scales at Palo Alto, Richmond, and Willow Street Wharf; Water Stations at Monocacy, Falls of Schuylkill, Auburn, and on Mill Creek Railroad; Fire-proof Safes at Harrisburg and Pottsville; and sundry Watch and Tool Houses, ...		49,642 03
Workshops—		
Addition to Boiler-shop at Reading, . . .	488 43	
New Drilling Machine, ...	791 50	
		1,279 93
New Engines and Cars—		
New Locomotive Engine "Union,"	3,219 29	
New Locomotive Engine "Dacotah," to replace "Blue Bird," sold, ...	6,462 08	
Work on three new Locomotive Engines, to replace "Baltic," "Dauphin," and "Perry," sold, .	6,485 53	
		16,166 90
Sundries—		
Hauling and Handling Materials used, &c., . .		7,675 04
Broken Car Account—		
Dr. Balance of Account, ...		27,290 00
Carried forward,		$252,479 26

	Brought forward,		$252,479 26
	Cr.		
By Balance per Report, November 30, 1861,		$129,193 98	
Locomotive Engines sold—			
"Blue Bird,"	$5,500 00		
"Dauphin," "Baltic," and Perry,"	16,000 00		
		21,500 00	
Five cents per 100 tons on 558,944,544 tons transported one mile during twelve months, ending November 30, 1862,		279,472 27	
			430,166 25
Cr. Balance,			$177,686 99

CONSTRUCTION ACCOUNT, 1862.

Lebanon Valley Branch—			
Final settlement of contract on account of construction of the Eastern Division,			$37,772 74
REAL ESTATE.			
Property in St. Clair, Schuylkill County,		$741 00	
" at Conshohocken,		500 00	
" Richmond,		1,000 00	
			2,241 00
NEW ENGINES AND CARS.			
53 eight-wheeled Box Cars,		31,800 00	
400 eight-wheeled Coal "		166,096 00	
32 eight-wheeled " "		10,411 41	
1 eight-wheeled Mail "			
150 four-wheeled Coal "		52,323 41	
75 eight-wheeled " "			
8 four-wheeled " "		1,040 00	
1 four-wheeled Box "		100 00	
1 eight-wheeled Passenger Car,		2,257 68	
1 eight-wheeled Tender,		1,267 36	
New Engines building at Reading,		19,027 49	
			284,323 35
PROPELLER AND BARGES.			
Propeller "Philadelphia,"		7,740 00	
Two Coal Barges, "Reading" and "Pottsville,"		6,200 00	
			13,940 00
Schuylkill and Susquehanna Railroad Stock,			13,447 50
Philadelphia, Reading and Pottsville Telegraph Stock,			50 00
Shamokin Valley and Pottsville Railroad purchase,			50,000 00
Total added to Capital Account in 1862,			$401,774 59

Railroad,	$14,449,398 39		
Depots,	477,699 22		
Locomotive Engines and Cars,	3,481,451 10		
Real Estate,	1,490,764 90		
Philadelphia, Reading, and Pottsville Telegraph Stock,	20,680 00		
Lebanon Valley Branch,	4,561,225 83		
Willow Street Railroad,	100,000 00		
Pottsville Water Company Stock,	24,304 65		
Pottstown Gas Company Stock,	3,000 00		
Schuylkill and Susquehanna and Allentown Railroad Companies Stock,	517,865 33		
		$25,126,389 42	
Added in 1862:			
Lebanon Valley Branch, $37,772 74			
Real Estate, 2,241 00			
Locomotive Engines and Cars, 284,323 35			
Propeller and Barges, 13,940 00			
Shamokin Valley and Pottsville Railroad purchase, 50,000 00			
Schuylkill and Susquehanna Railroad Stock, 13,447 50			
Philadelphia, Reading, and Pottsville Tele'ph Stock, 50 00			
		401,774 59	
			$25,528,164 01
Assets:			
Dr. Balance of Capital Accounts,	$94,466 58		
Cash, $188,877 39			
Bills Receivable, 23,040 39			
Freight and Tolls Bills, receivable in Dec. 1862, 198,848 20			
	$410,765 98		
Less, Wages, Materials Bills, Drawbacks, and Connecting Roads, 176,851 51			
	233,914 47		
Stocks and Bonds held by the Company,	657,129 72		
Materials on hand, Current Business of the Road, and payments made on account of 1863,	357,244 79		

Stock,	$9,997,129 51		
Preferred Stock,	1,551,800 00		$11,548,929 51
Loans:			
5 pr. ct. £ Bonds, 1836-67, unconvertible,	408,000 00		
5 " £ " 1836-80, "	192,000 00		
6 " $ " 1849-70, "	3,084,600 00		
6 " $ " 1861-71, "	273,000 00		
6 " £ " 1843-80, $976,800 00			
6 " $ " " 554,500 00			
	1,531,300 00		
6 " $ " 1844-80, "	863,000 00		
6 " $ " 1848-80, "	124,000 00		
6 " $ " 1849-80, "	88,000 00		
6 " $ " 1857-86, convertible,	3,417,000 00		
7 " $ L.V. " 1856-86, "	1,470,000 00		
		$11,445,900 00	
Bonds and Mortgages on Real Estate,		590,200 00	12,036,100 00
Reserved Fund:			
Sinking Fund Stock, per Report Nov. 30, 1861,	484,211 71		
Add Bonds payable in 1871, 1880, 1886, converted,	65,000 00		
	549,211 71		
Sinking Fund Bonds purchased, and held by the Company,	308,500 00		
		857,711 71	
Balance of Dividend Fund, 1861,	178,970 57		
" " " 1862,	811,985 64		
		990,956 21	
			1,848,667 92
Balance to Debts and Assets Account,			94,466 58

Debts due to the Company, incurred in current business, ... $51,809 91			
Debts due to the Company, partly secured by Real Estate, ... 43,314 97			
	95,124 88		
		1,437,880 44	
Liabilities:			
Debts due by the Company, . . .	253,630 19		
Coupons to 1st January, 1863, inclusive, ...	301,458 00		
Interest on Real Estate Bonds, . .	13,080 58		
Deferred Dividends to preferred Stockholders, with accrued interest to Jan. 1, 1863, remaining unpaid, .	91,940 64		
Dividend on Preferred Stock for year 1862, ...	108,626 00		
Sinking Funds, ...	491,458 04		
Cr. Balance of Renewal Fund, . . .	177,686 99		
		1,437,880 44	
			$25,528,164 01

$25,528,164 01

S. BRADFORD, *Treasurer.*

PHILADELPHIA, January 12th, 1863.

Statement of Materials on hand, November 30, 1862.

	Items.	Quantity.	Description.	Value.	Total Value.
Wood,		3,534	Cords.		$9,262 64
Oil,		4,816	Galls.		4,411 17
Tallow, Lard, &c.,	Tallow, &c.,	4,409	lbs.	$529 08	
	Cotton Waste,	2,957	"	545 53	
					1,074 61
Anthracite Coal,		641	Tons.		2,213 50
Bituminous Coal,		2,588	Bush.		408 56
Wrought Iron and Steel,	Bar Iron,	167.9	Tons.	12,378 30	
	Boiler & Sheet,	91.5	"	13,417 00	
	Steel,	14.4	"	3,090 35	
					28,885 65
Pig Iron,		988.6	"		17,037 68
Iron Castings,		57.6	"		2,307 75
Axles,	Car,	1,837	No.	19,227 00	
	Engine,	38	"	1,140 00	
					20,367 00
Engine Tires,	Hooped,	7	"	379 40	
	Bar,	17	"	996 00	
					1,375 40
Copper and other Metals,	Copper,	4,499	lbs.	1,439 68	
	Brass,				
	Lead,	6,685	"	493 72	
	Ant., Tin, &c.,	1,394	"	260 28	
					2,193 68
Engine Gearing,	Eng. Gearing,		$	42,023 73	
	" Springs,	124	No.	992 00	
	" Tubes,		$	309 10	
					43,324 83
Car Gearing,	Car Gearing,		"	20,073 80	
	" Springs,	197	No.	788 00	
					20,861 80
Files and Tools,			$		22,882 22
Hardware,			"		5,415 69
Paints and Oils,			"		1,247 42
Timber and Lumber,		1,138,641	Ft. B. M.		16,059 10
Wheels,		1,368	No.		11,036 00
New Railroad Iron,		464.5	Tons.		15,203 88
Chairs, Frogs, and Spikes,		64.0	"		2,643 66
Sills,		8,780	No.		3,123 95
Scrap Wrought Iron,		108.7	Tons.		3,815 51
Old Railroad Iron,		1,166.6	"		33,648 88
Scrap Cast Iron,		196.15	"		4,810 62
Scrap Steel and other Metals,		18.7	"		3,390 84
Horse Feed and Stable Furniture,			$		1,212 10
Sundries, Ropes, Blocks, &c.			"		2,291 61
Stone, Lime, &c.,			"		823 28
Workshop Account,			"		6,375 48
Patent Rights,			"		501 00
			Total value of Materials on hand,		$288,205 51

TABLE,

Showing the Business of the Philadelphia and Reading Railroad (each item monthly), for the Year ending November 30, 1862.

	December, 1861.	*January*, 1862.	*February*. 1862.	*March*, 1862.	*April*, 1862.	*May*, 1862.	*June*, 1862.	*July*, 1862.	*August*, 1862.	*September*. 1862.	*October*, 1862.	*November*. 1862.	Totals.
Travel.	26.770 89	23 871 79	21.321 30	26.678 99	29.125 68	36.096 92	31,215 35	31,661 81	40.586 08	42.260 42	50.041 16	43.933 39	403.563 77
Freight on Goods, . . .	44 468 12	40,007 62	44,594 16	48.996 37	44.874 87	44.701 31	39,216 96	39,675 11	39 791 05	38,050 01	52.395 98	46.644 60	523.416 16
Tolls on Coal, ...	202.693 70	124.123 21	147.025 43	164.627 22	173.375 14	189.356 82	174.221 78	306.900 72	322,798 54	361,721 53	356.168 92	356.406 54	2,879.419 55
United States Mail, . .	1,634 83	1.634 83	1.634 84	1,634 83	1,634 83	1,634 84	1,634 83	1,634 83	1,634 84	1.634 83	1,634 83	1.634 84	19.618 00
Miscellaneous Receipts,	2,651 87	2.578 42	2,585 47	2,485 24	9,663 62	12,206 48	7,995 95	8.852 23	9,896 66	5.327 43	3,631 75	17.937 62	85,812 74
	$278,219 41	192,215 87	217,161 20	244,422 65	258,674 14	283,996 37	254.284 87	388,724 69	414.707 17	448,994 22	463,872 64	466,556 99	3,911,830 22
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Coal Tonnage, ...	159,013 9/20	96,941 16/20	115,288 6/20	155,058 19/20	173,769 18/20	185,257 14/20	182,041 6/20	252,915 1 1/20	239,897 1 0/20	245,740 1/20	258.265 4/20	246,800 16/20	2,310,990 10/20

REPORT OF GENERAL SUPERINTENDENT.

CHARLES E. SMITH, ESQ.,

PRESIDENT PHILADELPHIA AND READING RAILROAD CO.

SIR: I respectfully submit the following Report of the Transportation Department of the Road and its operations for the past year.

Its expenses have increased $105,262 12 beyond that of 1861. Of this increase, the sum of $73,264 50 represents the additional cost of furnishing motive power on and working six lateral Railroads in the Schuylkill coal region, the expenses of which have been charged to this Department, from the following dates:

Schuylkill Valley Railroad, . .	September 1, 1861.
Mill Creek Railroad, ...	" " "
Swatara Railroad, ...	April 1, 1862.
Mount Carbon Railroad, . . .	May 16, "
Mahanoy and Broad Mountain Railroad,	July 1, "
Union Canal Railroad, . . .	" 25, "

The increased business in Coal, Merchandise and Passengers, will fully account for the balance of the excess of expenses of 1862.

A further reduction has been effected in the cost of carrying Coal, which, with the large average load hauled, proves extraordinary efficiency in the Locomotive Department,—the heavy business of the year having been done, and additional power supplied to four of the lateral Railroads above stated, with a force of engines less than that of the previous year.

The General Merchandise of the Road has also been moved at a lower cost than ever before, and the through Passengers at less than for twelve years previously.

Our Gross Tonnage, 3,260,953 tons (exclusive of weight of Engines and Cars), is the heaviest ever carried over the Road, each item,—Coal, Merchandise and Passengers,—being in excess of any previous year.

The Broad Top Bituminous coal trade has been carried jointly with the Pennsylvania Railroad with regularity, during 1862, except during short periods when operations on the Broad Top Railroad were suspended by accidents from fire and flood.

The "yellow" coal cars, built expressly for this business, have been used almost exclusively therein, as the demand in the Anthracite coal region absorbed all the "black" cars built for the latter.

The great freshet of June 4th, which left the Road almost uninjured, was followed by an immediate and heavy demand for our rolling stock.

In such an efficient condition was this found, that our Coal trade, which, previous to that date, had been about 42,000 tons per week, increased to 71,579 tons, and has since that time averaged about 57,000 tons per week.

The trade of the Schuylkill Valley and its tributaries has been largely developed, during the past year, by the starting of several furnaces, and the activity of Iron and other branches of manufacture. Of pig iron 60,879 tons, manufactured iron 25,139 tons, iron ore 90,964 tons, lumber 28,967 tons, grain 38,331 tons, and of flour 24,949 tons have been transported in 1862, each largely in excess of any former year.

A large portion of this increased trade has been derived from the Lebanon Valley Branch Railroad, which continues to yield very satisfactory results.

Its Gross Tonnage for the year was 593,717 tons, and the whole number of Passengers carried 194,340.

Its income, exclusively off its own line, was $570,204 90, and expenses $169,661 16, leaving a net revenue of $400,543 74; to which may be added the receipts on the Reading Railroad off that portion of the business passed over the latter, $326,393 36.

During the five days following the June freshet, which damaged the Swatara bridge on the Pennsylvania Railroad, the through Passenger and Freight business of that Company were passed, at their request, between Harrisburg and Philadelphia, over the Lebanon Valley and Main Roads.

The business of the Lebanon Valley Railroad (in one month 63,466 tons) has approached the capacity of a single track Railroad consistent with safety and regularity.

The double track about being completed between Harrisburg and Hummelstown, and that contemplated between Myerstown and Lebanon, will materially facilitate its operations.

It is satisfactory to state that from the time locomotives first commenced running on this branch, in January, 1857, no trains moving in opposite directions have ever come in collision.

The extra Passenger train between Port Clinton and Reading was discontinued on November 29th, 1862, the Catawissa night train, with which it connected, having been then taken off.

Our rolling stock has been increased as follows during the year:

Coal cars equal to 1165 four-wheeled cars.

Freight cars equal to 115 four-wheeled cars.

Passenger cars by 2 eight-wheeled cars.

Nine locomotives, fifty-eight coal cars, thirty-seven freight cars, and three passenger cars have been rebuilt during the year, the whole cost of which is included in the Expenses of the Department.

The accompanying Statements, from A to R, made out in usual form, exhibit in detail the results of the working of the Road during the year now ended.

All of which is respectfully submitted, by

Your obedient servant,

G. A. NICOLLS,

General Superintendent.

READING, PA., November 30, 1862.

STATEMENT A.

Business of Philadelphia and Reading Railroad, for the Year ending November 30, 1862.

TONNAGE.

Coal transported.		
Main Road: Anthracite from Schuylkill County, . .		2,058,887
Lebanon Valley Branch:		
Anthracite from Schuylkill County—Pine Grove,	2,583	
" " Trevorton, ...	3,676	
" " Shamokin, ...	11	
" " Lykens Valley, . . .	14,200	
" " Lackawanna, ...	726	
Bituminous " Westmoreland County, . .	6,861	
" " Eagleton, ...	266	
" " Broad Top Region, . . .	223,780	
		252,103
Total Tons of 2,240 lbs.,		2,310,990
Merchandise transported—Tons of 2,000 lbs., . . .		451,733
Materials for use of Road, including ballast, timber, rails, sills, cord-wood, stone, bricks, iron, &c., in tons of 2,000 lbs., ...		171,499
Total tonnage of Road for year, on Main and Branch Roads, including weight of passengers, in tons of 2,000 lbs., .		3,260,953
Total amount of coal transported to date, tons of 2,000 lbs.,		29,694,421
Total tonnage of Road to date, tons of 2,000 lbs., . .		40,258,152

PASSENGER TRAVEL.

Total number of passengers during year, ...	396,466
Total number of miles travelled by same, . . .	13,889,489
Equal to, in through passengers, over whole length of Road,	150,970
Total number of passengers to date, including Philadelphia Branch Road, ...	4,842,732

RECEIPTS OF ROAD.

From freight and tolls on coal,	$2,879,419 55
" freight on merchandise,	523,416 16
" passenger travel,	403,563 77
" transportation of U. S. Mail, express cars, and other sources,	105,430 74
Total Receipts,	$3,911,830 22

Philadelphia Branch Road (three miles long), between Philadelphia and Schuylkill Viaduct—Business for year.

Tonnage—ice, beer, stone, &c., in tons of 2,000 lbs.,	6,079
Passengers—total number,	19,891

RECEIPTS.

From passengers,	$1,206 49
" freight,	1,792 86
" bridge tolls,	423 79
	$3,423 14

STATEMENT B.

Expenses of Transportation Department for the Year ending November 30, 1862.

RUNNING ACCOUNT.

Wages of all engineers, conductors, firemen, brakesmen, &c.,	$193,356 71	
Wood, 6,338 cords,	16,574 92	
Loading, unloading, and cutting wood,	9,683 32	
Oil, 43,598 gallons,	31,932 14	
Tallow, lard, grease, and cotton waste,	13,699 83	
Tolls paid other Railroads, and expenses in Broad Street,	1,743 87	
Coal fuel for locomotive engines,	109,646 25	
Expenses of Magnetic Telegraph,	7,560 00	
Water Rent at Palo Alto,	1,000 00	
Sundries,	4,273 60	
Carried forward,		$389,470 64

Brought forward,		$389,470 64

WORKSHOP ACCOUNT.

Wages of all machinists, blacksmiths, carpenters, mechanics, and shop hands,	$208,051 96	
Bar iron, steel, blooms, &c.,	28,681 60	
Iron castings,	9,893 96	
Copper, spelter, tin, lead, &c.,	8,502 68	
Timber and lumber,	18,504 23	
Anthracite coal for shops, &c.,	8,728 87	
Bituminous " "	1,665 19	
Hardware, files, tools, paints, &c.,	16,749 10	
Wheels for cars, engines, and tenders,	17,517 32	
Axles, " " "	5,955 32	
Tires for engines,	2,477 43	
Sundries,	2,849 06	
		329,576 72

DEPOT ACCOUNT.

Wages of all hands,	$37,332 46	
Wages of all watchmen,	16,668 01	
Pumping water, and sundry expenses,	9,445 85	
		63,446 32

SUPERINTENDENCE ACCOUNT.

Salaries of all officers, clerks, and agents,	53,885 98

OFFICE ACCOUNT.

Stationery, printing, advertising, furniture, and sundries,	8,283 87

LATERAL ROADS EXPENSES.

Motive power, salaries, working Mahanoy Plane, and all other expenses,	5,030 48
	$849,694 01

STATEMENT C.

Division of Expenses of Transportation Department for 1862.

	No.	Rate.	Value.
Transportation of Coal from Schuylkill county and Harrisburg to Richmond, Philadelphia, and other points, Statement H. (tons of 2,240 lbs.),	2,310,990	17.5	$403,422 07
Transportation of Merchandise between Pottsville, Harrisburg, Philadelphia, and all other points, Statement L. (tons of 2,000 lbs.),	451,733	36.14	163,241 09
Transportation of Passengers between Pottsville, Harrisburg, Philadelphia, and other points, Statement K. (No. "Through"),	150,970	67.1	102,658 26
Expenses of Transportation of Coal over Philadelphia Branch Railroad and in Philadelphia,			4,387 37
Superintendence, including Salaries of all Officers, Clerks, &c.,			46,405 67
Wages of Watchmen at depots and switches,			16,412 60
Expenses of delivering Coal and Merchandise, and hauling Cars for all purposes, at Reading and other Depots,			14,040 00
Office Expenses, Stationery, Printing, &c.,			7,380 95
Cost of Motive Power, Salaries, and Expenses on Lateral Railroads worked by Company in Coal Region,			78,698 24
Expenses of Magnetic Telegraph, including Salaries of day and night Operators,			7,560 00
Water Rent at Palo Alto,			1,000 00
Sundry Expenses, Express Engines, Extra Trains, &c.,			4,487 76
Total,			$849,694 01

STATEMENT D.

Number of Engines, Cars, &c., upon the Philadelphia and Reading Railroad, November 30, 1862.

LOCOMOTIVE ENGINES.

120	first class engines.
16	second " "
4	third " "
3	fourth " "
143	total.

COAL CARS.

		Equivalent No. of four-wheeled cars.
3	eight-wheeled iron coal cars,	6
1,437	" " wooden coal cars,	2,874
2,939	four- " iron coal cars,	2,939
1,794	" " wooden coal cars,	1,794
6,173	total.	7,613

CARS FOR FREIGHT AND GENERAL USE.

267	eight-wheeled covered house cars,	534
40	" " wood and cattle cars,	80
239	" " open platform cars,	478
184	four- " covered house cars,	184
397	" " open platform, wood, lime and dumping cars,	397
1,127	total.	1,673

PASSENGER CARS.

47	eight-wheeled passenger cars,	94
12	" " baggage cars,	24
8	" " mail and express cars,	16
67	total.	134
		9,420

In addition to the above, the Company own:

5 small passenger cars, for use of road, stock trains, &c.
12 stationary engines, from 4 to 60 horse-power, for driving machinery.
13 steam and water-power engines, for pumping at water stations, sawing wood, &c.
8 snow ploughs.
1 dredging machine.
23 carts, wagons, drays, and lumber trucks, for hauling wood, timber, merchandise, &c.
60 horses, for hauling in Philadelphia, Richmond, and elsewhere.

STATEMENT E.

Table of Names, Weights, Makers, Condition, and Present Duty of all Locomotive Engines owned by the Philadelphia and Reading Railroad Company, November 30, 1862.

NAMES.	CLASS.	WEIGHT.	MAKER.	WHEN FIRST RUN.	MILES RUN. Past Year.	MILES RUN. Total to Date.	CONDITION AND DUTY.
Kentucky,	1st.	22.4	Baldwin, Philadelphia.	April, 1846.	4,090	195.577	At work, Wood Train.
Princeton,	"	22.4	do. do.	May, "		182,202	In shop, under repairs.
Pocahontas,	"	23.4	Rebuilt by Baldwin, Philadelphia.	Aug. 1855.	3,957	67,954	At work, Roadway Department.
Alabama,	"	22.2	Baldwin, Philadelphia.	April, 1846.	18,568	222,586	do. Freight Train.
Indiana,	"	21.9	do. do.	" "	77	227,057	In Government Service.
Washington,	"	22.4	do. do.	June, "	791	204,084	do. do.
United States,	"	18.8	do. do.	July, 1844.	13,666	257,235	At work, Roadway Department.
Independence,	"	19.5	do. do.	May, 1845.	6,170	238.509	In shop, under repairs.
St. Lawrence,	"	19.5	do. do.	June, "	4,356	207,637	At work, Port Clinton.
Constitution,	"	19.5	do. do.	" "	9,404	201,831	do. Lebanon.
Champlain,	"	20.1	do. do.	Sept. "	3,666	180,327	In order, Richmond.
Hudson,	"	21.2	do. do.	Oct. 1844.	14,056	290,448	At work, Roadway Department.
Humming Bird,	"	24.6	do. do.	April, 1855.	27,958	184.071	In shop, under repairs.
Seminole,	2d.	13.1	do. do.	Feb. 1840.		173,657	Out of service.
Active,	"	14.4	do. do.	Aug. 1860.	16,545	32,671	At work, Philadelphia.
15 in all.			Built and rebuilt by Baldwin, Philadelphia.				
Minnesota,	1st.	22.5	Ross Winans, Baltimore.	Nov. 1850.	12,548	152,455	At work, Richmond Wharves.
Iowa,	"	25.4	do. do.	Oct. 1851.	20,024	146,173	do. Coal Trade.
Wisconsin,	"	25.2	do. do.	Nov. "	16,355	144,819	do. Pushing, Falls Grade.
New Jersey,	"	25.5	do. do.	March, 1852.	12,407	171.746	do. Coal Trade.
New Hampshire,	"	26.5	do. do.	June, "	13,371	149.739	do. Richmond Wharves.
Chippewa,	"	26.7	do. do.	April, 1854.	13,340	109,489	do. Coal Trade.
Tamaqua,	"	27.2	do. do.	March, "	17,322	147,195	do. do.
Saranac,	"	27.0	do. do.	" "	18,755	143,013	do. do.
Susquehanna,	"	27.0	do. do.	April, "	10,182	128,714	do. Lorberry Railroad.
Penobscot,	"	27.0	do. do.	May, "	16,884	133,282	do. Coal Trade.
Kennebeck,	"	27.0	do. do.	" "	16,489	111.913	do. do.
Nebraska,	"	27.0	do. do.	" "	12.054	129,250	do. Lorberry Railroad.
Santee,	"	27.0	do. do.	" "	16,353	114,494	do. Lebanon Valley R.R.
Shenandoah,	"	27.0	do. do.	June, "	22,507	144,625	do. Coal Trade.
Potomac,	"	27.0	do. do.	" "	21,220	131,447	do. do.
Savannah,	"	27.0	do. do.	" "	16,701	152,693	In shop, under repairs.
Yellow Spring,	"	26.7	do. do.	Jan. 1855.	11.278	124.263	At work, Coal Trade.
Arkansas,	"	26.7	do. do.	March, "	19,749	100,054	do. do.
Rausch Gap,	"	26.7	do. do.	" "	13,981	120,495	do. do.

Pottsville,	1st.	26.7	Ross Winans,	Baltimore.	March,	1855.	20,031	128,005	do. do.
Rhode Island,	"	26.7	do.	do.	April,	"	17,562	119.785	do. do.
Harrisburg,	"	26.7	do.	do.	"	"	21,910	79,092	do. do.
Germantown,	"	26.7	do.	do.	"	"	20,207	111,195	do. do.
Lexington,	"	26.7	do.	do.	"	"	17,850	126,544	do. Mahanoy Railroad.
San Francisco,	"	26.7	do.	do.	"	"	21,665	127.023	do. Coal Trade.
Ashland,	"	26.7	do.	do.	"	"	18,079	127,573	do. do.
Mount Vernon,	"	26.7	do.	do.	"	"	17.925	119.487	In shop, under repairs.
Buffalo,	"	27.2	do.	do.	"	"	16,922	122,419	At work, Coal Trade.
Richmond,	"	27.2	do.	do.	"	"	14,677	126,158	do. do.
Panama,	"	27.2	do.	do.	May,	"	18,598	128,125	do do.
Wilmington,	"	27.2	do.	do.	"	"	22,406	130,519	do. do.
Charleston,	"	27.2	do.	do.	June,	"	21,328	130.289	do. Freight Train.
Albany,	"	27.2	do.	do.	"	"	14,642	113,058	do. Coal Trade.
33 in all.			Made by Ross Winans, Baltimore.						
Octorara,	"	28.9	Made by Reading Railroad Company.		May,	1853.	23,470	188.064	At work, Lebanon Valley R.R.
Metamora,	"	28.9	do.	do.	June,	"	13,473	187,381	do. do.
Aramingo,	"	28.9	do.	do.	July,	"	20,689	176,774	do. Coal Trade.
Wissahickon,	"	28.9	do.	do.	Aug.	"	14,972	177.798	do. Lebanon Valley R.R.
Camanche,	"	29.0	do.	do.	Sept.	"	10,675	169,944	do. Coal Trade.
Seneca,	"	28.9	do.	do.	Oct.	"	17,026	186,555	do. Lebanon Valley R.R.
Tecumseh,	"	27.9	do.	do.	Nov.	"	12,579	167,811	do. do.
Alleghany,	"	23.9	do.	do.	"	1851.	22,190	241.012	In shop, under repairs.
Wyomissing,	"	26.9	do.	do.	July,	1852.	17,834	178.538	At work, Coal Trade.
Pawnee,	"	26.9	do.	do.	Aug.	"	20,272	187,070	do. do.
Swatara,	"	26.9	do.	do.	"	"	22.291	178.227	do. do
Phœnix,	"	31.6	do.	do.	Nov.	1859.	14.277	46,622	do. Pushing, at Falls.
Tennessee,	"	27.9	do.	do.	"	1852.	11,653	188,036	In shop, for repairs.
Powhatan,	"	27.9	do.	do.	"	"	11,747	159,184	In order, at Reading.
Sciota,	"	27.9	do.	do.	"	1854.	21,990	165,723	At work, Lebanon Valley R.R.
Wabash,	"	27.9	do.	do.	"	"	15,200	142.468	do. Coal Trade.
Juniata,	"	27.6	do.	do.	June,	1855.	20,612	161,687	In shop, for repairs.
Michigan,	"	29.6	do.	do.	"	1852.	15,231	186,522	do. do.
Vera Cruz,	"	26.5	do.	do.	Aug.	1857.	27,585	155,351	At work, Passenger Train.
Hiawatha,	"	25.2	do.	do.	June,	1859.	28,522	110,306	do. do.
Minnehaha,	"	25.2	do.	do.	"	"	32.216	109,481	do. do.
Union,	"	31.7	do.	do.	March,	1862.	7.918	7,918	do. Mahanoy Railroad.
Buena Vista,	2d.	19.1	do.	do.	April,	1848.	7,717	151.568	In shop, under repairs.
Fawn,	"	18.0	do.	do.	Dec.	1860.	34,102	66,038	At work, Passenger Train.
Stag,	4th.	14.6	do.	do.	Feb.	1851.	15.930	180,910	In order, Roadway Department.
Ariel,	"	8.3	do.	do.	Aug.	1856.	10,084	65.151	In shop, under repairs.
Witch,	"	8.5	do.	do.	Nov.	1855.	13,853	81,854	In order, Palo Alto.
Venus,	2d.	22.9	do.	do.	Oct.	1862.	1,885	1,885	At work, Pass'r Tr., Leb'n V. R.R.
Mars,	"	22.9	do.	do.	Nov.	"			In order, at Reading.
Georgia,	1st.	24.1	Rebuilt by Reading Railroad Company.		Oct.	1850.	20,083	194,861	At work, Lateral Roads.
Louisiana,	"	23.9	do.	do.	Nov.	"	9,646	168,098	do. Coal Trade.
Carolina,	"	23.3	do.	do.	June,	1857.	18,484	97,621	do. Lateral Roads.

STATEMENT E.—*Continued.*

NAMES.	CLASS.	WEIGHT.	MAKER.	WHEN FIRST RUN.	MILES RUN. Past Year.	MILES RUN. Total to Date.	CONDITION AND DUTY.
Wyoming,	1st.	19 6	Rebuilt by Reading Railroad Company.	Feb. 1847.	2,159	170.310	In shop, rebuilding.
Palo Alto,	"	20.8	do. do.	May, "	14.338	215.176	At work, Richmond Wharves.
Monterey,	"	19.9	do. do.	June, "	10.535	186.967	do. Schuylkill Haven.
Sanatoga,	"	19 2	do. do.	" 1842.	13,588	224,477	do. do.
Mahanoy,	"	20.5	do. do.	" 1856.	12,062	100.621	In shop, under repairs.
Atlantic,	"	20.1	do. do.	Aug. 1844.	15.667	218.218	At work, Richmond Wharves.
Philadelphia,	"	21.9	do. do.	April, 1854.	17.369	121,610	do. Assorting Cars, Reading.
California,	"	21.5	do. do.	May, 1848.	14,720	184.904	do. Richmond Wharves.
Florida,	"	23.7	do. do.	Sept. 1855.	11.084	82,979	do. Roadway Department.
Amazon,	"	25.2	do. do.	June, 1856.	9,857	100.214	do. Lateral Roads.
Empire,	"	25.8	do. do.	July, "	9,460	62.079	do. Richmond Wharves.
Yorktown,	"	24.5	do. do.	Nov. "	11,434	97.834	In shop, under repairs.
Columbus,	"	22.4	do. do.	" "	20,145	96.397	At work, Lateral Roads.
Rio Grande,	"	25.1	do. do.	July, 1857.	11,781	73,509	do. Philada. Branch Road.
New York,	"	23.8	do. do.	" "	7.864	55.037	do. Mahanoy Railroad.
Missouri,	"	23 3	do. do.	" "	19,995	86,625	do. Lateral Roads.
Texas,	"	22.4	do. do.	June, 1858.	24,400	115,221	do. Freight Train.
Black Diamond,	"	28.4	do. do.	" "	18,494	90,129	do. Coal Trade.
Warrior,	"	22.4	do. do.	Oct. "	24,964	101.224	do. Freight Trains.
New England,	"	21.6	do. do.	Sept. "	4,621	55,425	do. Assorting Cars, Reading.
Ohio,	"	27.5	do. do.	Aug. "	13,013	50,321	do. Coal Trade.
Ontario,	"	22.1	do. do.	Nov. 1859.	17.747	37,720	do. Market Train.
Pacific,	"	22.1	do. do.	May, "	10,916	36,112	do. Mahanoy Railroad.
Oregon,	"	21.2	do. do.	Dec. 1858.	5.103	27,156	do. do.
Maryland,	"	27.5	do. do.	April, 1859.	18.567	66.365	do. Freight Train.
Colorado,	"	26.8	do. do.	" "	11.395	38.823	do. Mahanoy Railroad.
Taunton,	"	25.0	do. do.	May, "	27.984	98.392	do. Passenger Train.
Virginia,	"	22.5	do. do.	Aug. 1860.	3,165	14,486	do. Roadway Department.
Baltimore,	"	27.5	do. do.	Oct. "	19,737	34,633	do. Coal Trade.
Connecticut,	"	27.0	do. do.	Sept. "	10,169	30,457	do. Mahanoy Railroad.
Delaware,	"	29.0	do. do.	Dec. 1859.	22.703	57,794	do. Coal Trade.
Reading,	2d.	17.2	do. do.	Oct. 1842.	11,488	261,475	do. Chester Valley Railroad.
Schuylkill,	"	14.7	do. do.	July, 1843.	4,138	143.885	In shop, under repairs.
Osceola,	"	14.8	do. do.	Aug. "	2,179	130.357	At work, Philadia. Branch Road.
Huron,	"	14.8	do. do.	" "	1,478	148,148	do. do.
Erie,	"	19.3	do. do.	" "	2.770	140,362	do. Assorting Cars, Reading.
Ontalaunee,	"	19.3	do. do.	July, "	4,345	147,171	do. Phœnixville.
Tuscarora,	"	13.8	do. do.	June, 1855.	4.752	44,455	do. Robesonia.
Shamokin,	"	14.1	do. do.	Nov. "	14,395	81,906	do. Weighing Cars, Palo Alto.
Manatawny,	"	18.5	do. do.	June, 1858.	18,169	79,531	do. Valley Passenger Train.

Antelope,	3d.	9.3	Rebuilt by Reading Railroad Company.	June, 1838.	12,500	232,862	In order, Reading.
Pine Grove,	1st.	24.5	do. do.	Nov. 1860.	33,551	68,718	At work, Pass'r Train, Leb. V. R.R.
Cumberland,	"	27.0	do. do.	April, 1861.	20,472	144,403	do. Coal Trade.
Patapsco,	"	24.6	do. do.	" "	16,923	159,354	do. Mahanoy Railroad.
Illinois,	"	29.6	do. do.	May, "	14,557	179,167	do. Market Train.
Hercules,	"	28.1	do. do.	" "	18,906	223,041	do. Lateral Roads.
Monongahela,	"	27.2	do. do.	June, "	21,220	152,736	do. Coal Trade.
Chesapeake,	"	25.4	do. do.	" "	15,227	154,380	do. Chester Valley Railroad.
Mississippi,	"	26.5	do. do.	Oct. "	14,096	158,886	do. Coal Trade.
Niagara,	"	22.9	do. do.	" "	19,512	241,971	do. Philada. Branch Road.
Mohawk,	"	23 7	do. do.	Sept. "	19,717	195,422	do. Pass'r Train, Leb. V. R.R.
Genesee,	"	23.7	do. do.	Nov. "	13,924	210,975	In order, Reading.
Atlas,	"	27.8	do. do.	" "	30,766	232,902	At work, Harrisburg.
Utah,	"	28.0	do. do.	June, 1852.	16,521	187,429	In shop, under repairs.
Narragansett,	"	28.0	do. do.	April, 1854.	13,864	137,787	At work, Coal Trade.
Auburn,	"	30.2	do. do.	July, "	6,746	113,239	do. Lebanon Valley R.R.
Elmira,	"	30.2	do. do.	" "	4,520	121,332	do. do.
Petrel,	"	29.2	do. do.	July, 1857.	21,307	148,737	In shop, under repairs.
90 in all.			Built and rebuilt by Reading Railroad Company.				
Maine,	"	21.6	Boston Locomotive Works.	July, 1849.	8,646	175,122	Wreck Train, Reading.
America,	2d.	13.4	Norris, Philadelphia.	Oct. 1842.	8,806	265,706	At work, Chester Valley Railroad.
Engineer,	3d.	8.8	Braithwaite & Co., London.	May, 1838.	13,252	221,822	do. Assorting Cars, Reading.
Rocket,	"	8.5	do. do.	" "	4,845	199,193	In shop, under repairs.
Planet,	"	8.5	do. do.	Aug. "	7,659	196,946	At work, Schuylkill Haven.
3 in all.			Made by Braithwaite & Co., London.				

CONDENSED TABLE,

Showing Condition and Employment of all Engines owned by the Philadelphia and Reading Railroad Company, on above date.

HOW EMPLOYED.	1st Class.	2d Class.	3d Class.	4th Class.	TOTAL.
In daily use, in good order, on Reading or Lateral Roads,	101	12	2		115
In workshops, under repair,	13	2	1	1	17
In good order, ready for use,	3	1	1	2	7
In Government service,	2				2
Out of use, rebuilding, &c.,	1	1			2
Total.	120	16	4	3	143

STATEMENT F.

Work and Repairs of all Locomotive Engines owned by the Philadelphia and Reading Railroad Company, for the year ending November 30, 1862.

MILES RUN.

HOW EMPLOYED.	CLASSES.				TOTAL.
	1st.	2d.	3d.	4th.	
Reading Railroad Transportation Department, .	1,342,399	87,067	30,889	19,066	1,479,421
Reading Railroad Roadway Department, . .	28,519		5,180	13,357	47,056
Reading Railroad Renewal, &c., Department, . .	14,284				14,284
Total Reading Railroad, .	1,385,202	87,067	36,069	32,423	1,540,761
Total Lebanon Valley Railroad, ...	308,821	2,512		3,312	314,645
Total Chester Valley Railroad, ...	15,541	17,969	43	172	33,725
On Lateral Roads in Coal Region, . . .	168,428	23,393	1,934	5,280	199,035
Total, . . .	1,877,992	130,941	38,046	41,187	2,088,166

Total number of tons hauled one mile, including cars, but exclusive of engine and tender, ... 559,944,544

Average weight of loaded Coal trains down, " " 787.2

" " empty Coal trains up, " " 275.4

" " Passenger trains, " " 59.4

All tons of 2000 lbs.

COST OF REPAIRS OF ENGINES.

Wages of all mechanics, ...	$82,091 72
Materials, iron, steel, brass, &c., ...	40,128 98
Superintendence, tools, paints, &c., ...	10,185 02
	$132,405 72

Total number of miles run by all engines owned and used by Company, from May, 1838, to November 30, 1862, 28,547,670

Total number of tons hauled one mile, between same dates, 6,898,358,553

STATEMENT G.

Cost of Repairs and Renewals of Coal, Freight, and Passenger Cars, on the Philadelphia and Reading Railroad, for the year ending November 30, 1862.

COAL, FREIGHT, AND WOOD CARS.

Wages of all mechanics,	$99,436 16
Timber, iron, steel, and all metals,	55,932 73
Superintendence, tools, paints, oils, &c.,	14,124 45
Total,	$169,493 34

COST OF REPAIRS OF PASSENGER CARS.

Wages of mechanics,	$9,485 37
Iron, steel, timber, &c.,	7,155 47
Superintendence, tools, paints, varnish, &c.,	2,377 26
Total,	$19,018 10

STATEMENT H.

Items of Cost, in detail, of Hauling Coal, on the Philadelphia and Reading Railroad, for the year ending November 30, 1862.

Per round trip of 190 miles, from Coal Region to Tidewater, and back with empty cars; transporting average loads of 457 Tons of 2240 lbs. each Train.

ITEMS OF COST.	No.	Description.	Average Rate.	Amount.
Wages of Engineers,	2	Days.	2.81	$5 62
" Firemen,	2	"	1.72	3 44
" Conductors,	2	"	1.60	3 20
" Brakemen and Signalmen,	2.5	"	1.50	3 75
Anthracite Coal for Fuel,	7.73	Tons.	2.45	18 94
Oil for Engine and Tender, including Lamps,	1.28	Galls.	1.21	1 54
Oil and Grease for Company's Cars,		Per trip.		2 74
Repairs of Engine and Tender,	190	Miles.	6.3	11 97
" Company's Coal Cars,		Per trip.		25 18
Supplying Water,	16	M. Galls.	0.5	80
Wood for Kindling, &c.,	0.25	Cords.	4.30	1 07
Assistant Engine at Falls Grade,	457	Tons.	0.25	1 14
Car Couplers, Time Keepers, Dispatchers, and other Contingent Expenses,	457	"	0.13	58
				$79 97

Equal to 17.5 cents per Ton.

All the Coal Transportation of the Road, for the past year, has been performed by Locomotives using Anthracite Coal, exclusively, for Fuel.

STATEMENT K.

Items of Cost, in detail, of running Passenger Trains on the Philadelphia and Reading Railroad, for the year ending November 30, 1862.

USING ANTHRACITE COAL FUEL, PER DAILY TRIP OF 93 MILES.

ITEMS OF COST.	No.	Description.	Average Rate.	Amount.
Wages of Engineer,	1	Day.		$2 75
" Fireman,	1	"		1 75
" Conductor,	1	"		2 30
" Baggage Master,	1	"		1 30
" Brakeman,	1.3	"	1.25	1 62
Coal for Fuel,	1.43	Tons.	2.45	3 50
Wood for Kindling,	.2	Cords.	4.30	86
Water used,	3	M. Galls.	.5	15
Oil for Engine and Tender, including Lamps,	.9	Gall.	1.21	1 09
Oil and Grease for Cars,		Per trip.		34
Repairs of Engines,	93	Miles.	4.6	4 28
" and Refitting Cars,		Per trip.		6 15
Hands at Depots, Extra Engines, &c.,		"		4 10
Sundries for Trains,		"		2 58
				$32 77

Equal to 67.1 cents per Through Passenger, at 48.85 Passengers per train.

STATEMENT L.

Items of Cost, in detail, of running Freight Trains on the Philadelphia and Reading Railroad, for the year ending November 30, 1862.

PER DAILY TRIP OF 93 MILES.

ITEMS OF COST.	No.	Description.	Average Rate.	Amount.
Wages of Engineer,	1	Day.		$2 90
" Fireman,	1	"		1 65
" Conductor,	1	"		1 70
" Brakemen and Signalman,	3	"	1.45	4 35
Coal for Fuel,	2.76	Tons.	2.45	6 76
Wood for Kindling, &c.,	.2	Cord.	4.30	86
Oil and Tallow for Engine and Tender,		Per trip.		1 35
Oil and Grease for Company's Cars,				1 30
Repairs of Engine and Tender,	93	Miles.	9.1	8 46
" Company's Cars,		Per trip.		13 83
Depot Hands and other Depot Expenses,		"		9 60
Water used,	5	M. Galls.	.5	25
Renewals of Sundry Articles, Goods damaged, &c.,		Per trip.		2 43
				$55 44

Equal to 36.14 cents per Ton, at 153.4 Tons per train.

STATEMENT M.

Cost of Transportation over Philadelphia Branch Railroad, and of Horse Power, and other Expenses in Broad Street, Philadelphia, for the year ending November 30, 1862.

Amount paid for City Rail Road Tolls,	$1,015 00
Agents, and Sundry Expenses in Philadelphia,	728 87
Cost of Engine Hauling Cars, between Falls and Broad Street, Philadelphia,	6,842 00
Cost of Horse Power, delivering Coal in Philadelphia,	5,342 02
Total,	$13,927 89

STATEMENT N.

Points of Supply, and Distribution of Anthracite Coal, from Schuylkill County, on the Philadelphia and Reading Railroad, for the Year ending November 30, 1862.

Amount of Coal received from various Lateral Railroads in Schuylkill Coal Region.

	Tons.
Mount Carbon and Port Carbon Railroad, at Port Carbon, from Mahanoy, Mill Creek, and Valley Railroads,	613,949
Mount Carbon Railroad, at Mount Carbon,	42,466
Mine Hill and Schuylkill Haven Railroad, at Schuylkill Haven,	1,041,865
Schuylkill and Susquehanna Railroad, at Auburn,	139,727
Little Schuylkill Railroad, at Port Clinton,	220,880
Total,	2,058,887

Where delivered on Line of Reading Railroad.

	STATION, OR TURNOUT.	From Port Carbon.	From Mount Carbon.	From Schuylk. Haven.	From Auburn.	From Port Clinton.	Total.
	Pottsville,			236			236
	Port Carbon,			348			348
	Schuylkill Haven,	550		49			599
	Orwigsburg,	292	24	247			563
	Auburn,	36	9	17			62
	Port Clinton,	160		4			164
	Hamburg,	1,293	300	373	38	48	2,052
	Shoemakersville,	106	9	932	50	852	1,949
	Mohrsville,	272	19	210		9	510
	Between Reading and Mohrsville,	957	160	1,381	85	96	2,679
	Reading,	39,823	904	43,041	2,075	12,035	97,878
Lebanon Valley Branch.	Sinking Spring,	524	310	536	387		1,757
	Wernersville and Heidelberg,	656	230	394			1,280
	Robesonia,	13,994	49	2,383	112	48	16,586
	Womelsdorf,	268	83	292	321		964
	Missemers,	517	107	651			1,275
	Richland,	84		553	367	9	1,013
	Myerstown,	223	15	643	868	24	1,773
	Lebanon,	795	272	28,375	1,465	8,806	39,713
	Annville,	260		445	195	5	905
	Palmyra,	14		472	219		705
	Swatara,	138					138
	Hummelstown,	25					25
	Harrisburg,	54					54
	Exeter,		25	49	5	38	117
	Birdsboro',	145	81	975		2,503	3,704
	Douglassville,	382	18	753		34	1,187
	Pottstown,	7,677	812	2,016	845	243	11,593
	Limerick,	101	23	1,071		33	1,228
	Royer's Ford,	417	135	831			1,383
	Phœnixville,	4,819	16	19,272	48	31,666	55,821
	Valley Forge,	74		97		5	176
	Port Kennedy,	711	103	1,764		806	3,384
	Norristown,	19,147	768	41,286	1,019	4,654	66,874
	Limekilns,	5	4	832		3,118	3,959
	Swede's Furnace, below Norristown,	1,171	37	6,361	70	2,148	9,787
	Conshohocken,	4,148	224	6,920	117	102	11,511
	Egberts,	326		96			422
	Falls and Manayunk,	879	1,007	22	2,580	6,876	11,364
	Nicetown and Germantown,	33,200	18	27,630		270	61,118
	Philadelphia,	155,568	1,854	115,102	7,077	37,030	316,631
	Richmond,	324,138	34,850	735,206	121,784	109,422	1,325,400
	Totals,	613,949	42,466	1,041,865	139,727	220,880	2,058,887

STATEMENT O.

Distribution of Items, comprising Net Expenses of Transportation and Roadway Departments, for the year ending November 30, 1862, *under the heads of Cost of Transporting Coal, Merchandise, and Passengers.*

ITEMS OF COST.	Cost of Transporting.			Total Net Expenses.
	Coal.	Merchandise.	Passengers, Mail, &c.	
Net cost of transporting each, as per Statement C.,	$403,422 07	$163,241 09	$102,658 26	$669,321 42
Roadway Expenses,	187,355 57	34.935 81	34,643 24	256,934 62
Transportation between Falls and Philadelphia, Watchmen, Lateral Roads, Missing Coal, Superintendence, Office Expenses, and Sundries,	142,154 62	25,956 42	19,666 53	187,777 57
	$732,932 26	$224,133 32	$156,968 03	$1,114,033 61
Hauling and Assorting Cars in Coal Region, and at Richmond,	51,722 04	1,624 78	812 39	54,159 21
Contingent Expenses in Philadelphia,	43,809 20	13,759 55	8,914 63	66,483 38
	$828,463 50	$239,517 65	$166,695 05	$1,234,676 20

SUMMARY.

Of Total Expenses for Year,	Coal is charged with	35.85 cents	per Ton.
" " "	Merchandise "	53.02 "	"
" " "	Through Passengers,	1 10.41 "	each.

STATEMENT P.

Description of Merchandise transported over the Philadelphia and Reading Railroad, and amount of same received in the City of Philadelphia, for the Year ending November 30, 1862.

In Tons of 2000 Pounds.

DESCRIPTION.	Total Received at Philadelphia.	Total, Main Road and Branches.
Ale, Beer, Porter, Cider, and Malt Liquors,	1,195	2,532
Blooms,	1,497	7,189
Bricks, Common and Fire,	1	1,845
Books and Stationery, Paper of all kinds,	522	1,314
Bran, Ship Stuff, Chop and Middlings,	921	3,750
Butter and Eggs,	852	2,476
Bark,	820	1,282
Bones and Horns,	575	575
Coal, Anthracite,	1,907,527	2,329,692
Do. Bituminous,	238,433	261,135
Cotton and Wool,	551	699
China, Glass, and Queensware,	8	1,535
Clay and Sand,	219	714
Dry Goods and Carpeting,	307	4,705
Empty Bags, Barrels, and Boxes,	225	1,649
Flour (134,407 bbls. at Philada.; whole line, 231,009 bbls.),	14,516	24,949
Furniture, all kinds, and Pianos,	387	1,841
Foreign Liquors, Brandy, &c,	30	550
Fresh Fish, Meat, and Fruit,	851	2,090
Groceries, Coffee and Tea, Confectionery, Rice,	247	5,242
Grain of all kinds,	21,171	38,331
Hams and Bacon,		2,090
Hardware and Cutlery, Anvils, &c.,	101	2,893
Hay and Straw,	396	2,349
Iron Ore,	1	90,964
Iron (Bar, Boiler, Castings, and Steel),	12,112	25,139
Ice,	1,035	1,038
Lime,	6,088	14,610
Limestone, and all other Stone,	257	9,728
Leather, Hides, and Skins,	886	2,772
Live Stock,	2,123	29,750
Marble of all kinds,	802	1,541
Machinery, Steam Engines, and Boilers,	621	2,246
Molasses and Syrups,	2	4,686
Malt,	5,228	5,360
Milk,	1,434	1,447
Marketing and Garden Truck,	1,712	3,481
Nails and Spikes,	427	2,372
Oysters,		1,918
Oil, all kinds,	407	4,217
Plaster, whole and Ground,		739
Pig Iron,	15,875	60,879
Potatoes,	403	1,502
Paints and Dye Stuffs,	107	1,267
Railroad Iron, all sizes,	5,069	14,314
Rags,	567	1,336
Scrap Iron, Cast and Wrought,	304	8,673
Shingles, Shooks, and Staves,	1,434	1,855
Stoves, and Stove Plates of all kinds,	116	721
Seeds of all kinds,	416	785
Sugar,	7	4,375
Salt,	49	3,201
Salt Beef, Pork, and Fish,	317	2,781
Timber, Lumber, Cord Wood, Sills, and Laths,	3,768	28,967
Tar, Pitch, and Rosin,		797
Tobacco and Segars,	147	1,625
Whiskey, Alcohol, and Burning Fluid,	2,931	5,049
Sundries, not stated,	1,864	4,550
Total Tons,	2,257,861	3,046,112

STATEMENT R.

Lebanon Valley Branch Railroad.

Statement of its Business, Revenue, and Expenses, for the Year ending November 30, 1862.

BUSINESS.

Passengers: total number,	194,340
" " miles travelled,	7,170,922
" equal to in through passengers (54 miles each),	132,795

MERCHANDISE.

Anthracite coal, westward,	74,131
" " eastward,	23,736
Bituminous " "	258,619
Live stock,	27,677
Grain,	22,887
Iron ore, in both directions,	70,695
Pig iron,	29,350
All other freight, of every description,	86,622
Tons of 2000 lbs.,	593,717

REVENUE.

On Lebanon Valley Branch Road exclusively:

From coal and merchandise generally,	$391,611 20
" passengers,	166,820 33
" transportation of United States mail,	5,616 96
" " of express matter, and other sources,	6,156 41
	$570,204 90

In addition to the above revenue, the following amount was received from that portion of the same merchandise and passengers which passed over the main line of the Reading Railroad:

From 434,431 tons of coal and merchandise,	$295,273 67
" 32,035 passengers,	31,119 69
	$326,393 36

EXPENSES: including total cost of working Lebanon Valley Branch.

Running account:	passenger and freight trains,	$119,487 00
Depot "	engines and hands at depots and water stations,	8,433 86
Superintendence account:	salaries of all agents,	9,091 36
Office "	stationery, printing, &c.,	1,363 55
Roadway "	maintenance of track,	31,285 39
		$169,661 16

All the above items of business, revenue, and expenses, are included in the preceding statements of similar character of the Philadelphia and Reading Railroad.

DR. *"Iron Foundry," Reading Depot, in Account with Philadelphia and Reading Railroad Company.* CR.

1862.					1862.				
Nov. 30.	To Sundries, being total expenses of every description, for 12 months, ending this date, viz.:				Nov. 30.	By Sundries made during the Year, viz.:			
					"	5,490 Car, Tender, and Truck Wheels, . .	Pounds. 2,057,876		
"	Wages of all Founders, Moulders, Laborers, Carpenters at Flasks, &c., for year, ...			$19,998 76	"	166 Engine Driving do., .	137,540		
					"	1,754 Chairs for Tracks, .	36,736		
					"	387 Frogs do., .	169,917		
					"	All other Castings for Engines, Cars, and Tracks,	1,892,524		
"	Pig Metal, . . .	938.9	Tons.	25,415 87					
"	Scrap Castings, . .	1,121.7	"	23,920 79			4,294,593	2½ cts.	$107,364 82
"	Anthracite Coal, . .	783.	"	2,022 75					
"	Wrought Iron and Steel, .	3.6	"	362 33					
"	Iron Castings, . . .	15.5	"	695 18					
"	Timber and Lumber, .	20,699	Feet.	428 36					
"	Bituminous Coal, . .	44	Bush.	7 04					
"	Hardware, . . .			194 18					
"	Fire-brick, Sand, Clay, &c.,			385 35					
"	Files and Tools, . .			38 87					
"	Oil, ...	40	Galls.	58 71					
"	Flour, Leather, Charcoal, and Sundries, . .			897 01					
"	Cost of handling and hauling all materials, .			2,521 56					
				76,946 76					
"	Balance, ...			30,418 06					
				$107,364 82					$107,364 82
						By Balance, being difference between Cost to Company and Market Value of Product of Iron Foundry for Year, ...			$30,418 06

DR. *"Brass Foundry," Reading Depot, in Account with Philadelphia and Reading Railroad Company.* CR.

1862.					1862.				
Nov. 30.	To Sundries, being total expenses of every description, for 12 months, ending this date, viz.:				Nov. 30.	By Sundries made during the Year, viz.:			
					"		Pounds.		
"	Wages of Brass Founder, and all assistants, for year,			$1,560 83	"	White Metal Castings,	30,191	25 cts.	$7,547 75
"	Scrap Copper, Brass, Zinc, &c.,	27.8	Tons.	9,688 16	"	1,161 Brass Boxes for Engines, Cars, and other Machinery,	15,866		
"	New Copper, Zinc, &c.,	24,594	lbs.	5,551 28	"	All other Brass Castings,	34,354		
"	Anthracite Coal,	21	Tons.	52 00			50,220	35 cts.	17,577 00
"	Hardware, &c.,			13 06					
"	Black Lead Pots, &c.,			84 14					
"	Iron Castings,	.4	Tons.	9 72					
"	Wrought Iron and Steel, and Boiler Iron,	.4	"	19 60					
"	Timber and Lumber,	293	Feet.	6 64					
"	Fire-brick, Lime, &c.,			5 47					
"	Cost of hauling and handling all materials,			54 00					
				$17,044 90					
"	Balance,			8,079 85					
				$25,124 75					$25,124 75
						By Balance, being difference between Cost to Company and Market Value of Product of Brass Foundry for Year,			$8,079 85

DR. *"Steam Tilt-Hammer Shop," Reading Depot, in Account with Philada. and Reading Railroad Company.* CR.

1862.						1862.					
Nov. 30.	To Sundries, being total expenses of every description, for 12 months, ending this date, viz.:					Nov. 30.	By Sundries, being total produce of Shop for year, ending this date, viz.:				
"	Wages of Heaters, Hammermen, and all Mechanics and Laborers for Year, .				$15,028 97	"	232.8 Tons of Bar Iron, hammered to pattern sizes, as Engine Frames, Brake Levers, Coupling Hooks, Truck Frames, Pedestals, &c., . .			$95	$22,116 00
"	Scrap Wrought Iron, .	604.8	Tons.		18,734 47	"	3,971 Car, Tender, and Truck Axles, . .	Pounds. 1,072,905		$4\frac{3}{4}$ cts.	50,962 99
"	Anthracite Coal, . .	2,982	"		7,768 25	"	44 Engine Axles, . .	23,183		6 "	1,391 34
"	Bituminous do., . .	4,673	Bush.		747 60	"	36 " Tires, hooped, ready for use, . .	39,976		$12\frac{1}{2}$ "	4,997 00
"	Iron Castings, . . .	17.2	Tons.		795 40	"	3.8 Tons Scrap Castings, .				67 85
"	Wro't Iron, Steel & Blooms,	180.5	"		9,551 30	"	.2 " " Steel, &c., .				67 80
"	Copper and other Metals, .	2,327	lbs.		811 64						
"	Tire Bars used, . . .	40	No.		2,880 00						
"	Timber and Lumber, .	18,024	Feet.		378 70						
"	Scrap Steel, &c., . .	3.0	Tons.		135 24						
"	Hardware, Files and Tools,				53 95						
"	Scrap Cast Iron, . .	184.6	"		4,865 76						
"	Engine Gearing, . .				79 16						
"	Pig Iron, ...	1.8	"		31 50						
"	Oil, ...	200	Galls.		303 56						
"	Fire-brick, Sand, Lime, &c.,				738 37						
"	Black Lead, Ropes, Packing Yarn, &c., . .				322 70						
"	Tallow, Lard, Cotton W'st, &c.				92 70						
"	Cost of hauling and handling all materials, . .				3,691 95						
					$67,011 24						
	Balance, ...				12,591 76						
					$79,602 98						$79,602 98

By Balance, being difference between cost to Company and market value of product of Steam Tilt-Hammer Shop for Year, . . $12,591 76

CONDENSED TABLE,

Showing the principal items of Revenue, Expense, and Working of the Philadelphia and Reading Railroad, from January 1, 1843, *to November* 30, 1862.

Year ending Nov. 30.	Gross Receipts.				Total Expenses.				Tonnage.			
	Coal.	Passengers.	Merchandise.	Total.	Transportation Department.	Roadway Department.	Dumpage.	Total.	Tons Coal.	Tons Merchandise.	Tons Materials.	Total.
	$	$	$	$	$	$	$	$	2,240 lbs.	2,000 lbs.	2,000 lbs.	2,000 lbs.
1843	278,840	71,895	37,927	394,318	164,549	50,374		214,923	218,711	17,534	54,787	322,125
1844	445,509	92,362	49,293	597,613	244,149	85,293		329,442	421,985	20,472	160,138	659,299
1845	886,939	103,411	60,588	1,060,381	385,492	121,228	51,095	557,815	814,279	26,039	102,408	1,046,812
1846	1,600,667	141,749	137,584	1,889,714	620,682	142,968	69,360	833,010	1,188,258	74,971	101,471	1,515,473
1847	1,698,664	156,201	136,220	2,002,946	836,077	132,780	75,827	1,044,685	1,360,681	71,718	165,493	1,770,916
1848	1,386,605	174,959	117,458	1,692,556	800,285	143,384	88,194	1,031,863	1,235,044	58,123	118,676	1,570,531
1849	1,648,900	155,908	106,347	1,933,590	666,957	140,990	75,536	883,483	1,097,762	51,204	145,503	1,429,564
1850	2,071,731	148,379	125,822	2,360,786	722,533	154,780	89,743	967,056	1,351,507	63,625	157,450	1,743,680
1851	2,018,871	152,432	123,672	2,294,975	787,484	160,569	98,842	1,046,895	1,650,270	63,807	219,731	2,145,132
1852	2,150,677	168,430	138,964	2,480,626	785,257	202,132	98,351	1,085,740	1,650,912	75,769	81,217	2,122,171
1853	2,254,694	225,763	180,612	2,688,288	782,213	178,480	87,470	1,048,163	1,582,248	107,853	174,161	2,076,197
1854	3,253,823	272,368	231,627	3,781,640	1,117,140	220,210	105,125	1,442,475	1,987,854	140,801	187,591	2,582,563
1855	3,664,095	301,952	325,851	4,291,898	1,093,195	285,643	119,021	1,497,859	2,213,292	154,384	247,478	2,909,667
1856	3,242,458	288,427	348,699	3,879,584	1,117,504	324,168	130,999	1,572,671	2,088,903	198,886	236,700	2,815,760
1857	2,412,923	322,612	329,986	3,065,522	962,576	266,588	12,103	1,241,267	1,709,692	184,617	182,512	2,326,706
1858	1,865,693	309,142	335,915	2,510,751	762,255	223,309		985,564	1,542,646	187,729	170,603	2,126,881
1859	1,883,685	365,720	474,888	2,724,293	794,011	233,578	27,260	1,054,849	1,632,932	334,609	196,104	2,405,314
1860	2,328,158	333,359	599,620	3,312,546	851,974	239,787	104,455	1,196,216	1,946,195	423,523	160,084	2,819,898
1861	2,111,023	338,905	406,321	2,905,839	744,432	246,474	75,725	1,066,631	1,639,535	324,958	143,237	2,348,906
1862	2,879,420	403,564	523,416	3,911,830	849,694	256,935	120,072	1,226,701	2,310,990	451,733	171,499	3,260,953

Condensed Table, showing the principal items of Revenue, Expense, and Working (continued).

Year ending Nov. 30.	Passengers.		Cost of transp'tation.			Locomotive engines.				Coal & freight cars.		Passenger cars.		State road cost.	R. R. bars used in repairs.	Wood used, Cords.	Coal used, Tons.	Oil used, Galls.	Number miles.	
	Total number.	Equal to through	Coal per ton.	Md'se per ton.	Pass'ger through each.	Total.	Miles ran.	Aver. of coal trains.	Cost of repairs.	Total number.	Cost of repairs.	Total number	Cost of repairs						Main track open.	Double track.
	No.	No.	Cts.	Cts.	Cts.	No.	Miles	Tons.	$	No.	$	No.	$	$	Tons.	Cords.	Tons.	Ga ls.	Miles.	Miles.
1843	56,554	26,424	46.00	66.5	38.7	39	393,192	162	13,224	1,800	14,319	14	903	14,472	2	15.555		5,797	95	10
1844	66,503	33,979	41.08	64.7	37.3	47	613,041	194	27,733	2,731	38,663	14	3,108	22,087	26	24,148		12,149	95	92
1845	63,719	33,146	37.01	75.7	43.1	54	810,285	295	29,941	3,444	48,775	14	4,112	25,869	56.6	43,218		24,684	95	93
1846	88,641	45,155	38.89	75.6	44.4	72	1,014,102	360	47,232	5,075	77,287	14	5,109	39,545	235	68,006		45,672	95	95
1847	97,463	49,604	45.84	85.9	47.2	77	1,184,272	354	74,916	5,108	19,680	16	6,427	50.374	312.2	90,717		40,565	95	95
1848	105,720	55,509	45 05	93.9	56.7	84	1 136,572	377	92,430	5,086	137,930	22	8,396	52,482	666.2	66,686		43,761	95	95
1849	95,577	49,097	43.62	82.4	66.5	86	1,047,014	372	80,764	5,086	140,763	22	6.326	38,458	521.8	50,264		28,561	95	95
1850	92,726	46,041	40.69	67.3	73.7	92	1,233,144	372	76,245	5,117	163,780	20	7,880	40,313	670.7	53,997	4,345	42.845	95	95
1851	127,590	57,593	38.54	69.2	69.9	89	1,461,772	368	97,750	5,136	153,771	28	8,445	17,587	1.045.1	61,222	9,663	44,062	95	95
1852	155,164	69,579	35.36	77.5	86.8	103	1,517,931	366	99,027	5,241	160,436	30	11,638	17,198	1,319.8	52,990	15,963	37.083	98	98
1853	211,819	92,657	35.07	76.8	62.9	103	1,466,894	384	119,696	5,476	155,531	38	8,088	21,191	1,571.5	38,376	24,971	33,456	98	98
1854	266,631	105,219	41.06	81.7	74.2	121	1,674,403	409	214,134	5,703	242,892	45	14,726	25,684	2,121.6	31,544	40,178	45,330	98	98
1855	277,617	111,822	33.61	80.01	84.49	141	1,948,225	423	201.205	5,724	205,923	54	14,389	35.734	4,985.9	28,140	52,145	52,315	98	98
1856	282,300	106,205	35.21	67.85	100.42	141	1,942,317	412	233,572	5,719	217,959	58	18,901	39,686	5,933.7	23,274	51,020	43,940	98	98
1857	291,679	107,039	36.03	68.54	70.1	142	1,707,366	411	197,833	5,755	174,550	58	13,629	34,104	4,794.2	20,334	47,894	39,066	98	98
1858	285,651	104,519	27.74	62.8	73.9	142	1,570,482	422	151,493	5,634	120,260	58	12,025	25,066	4.440	14,721	39,281	33,782	152	98
1859	379,406	126,076	23.02	47.6	96.5	144	1,702,257	436	153,337	5,695	122,283	64	16,189	11,473	3,332	15,648	41,333	33,800	152	98
1860	385,304	129,978	21.74	38.61	87.44	145	1,852,485	443	158,376	5,596	147,417	64	16,850	11,081	4,231	10,560	51,703	44,023	152	98
1861	368,651	140,451	20.82	45 77	83.52	145	1,695,927	436	134,098	6,673	122,513	65	16,976	5,796	3,499.9	7,738	38,964	32,998	152	98
1862	396,416	150,970	17.50	36.14	67.10	145	2,088,166	457	132,406	7,300	169,493	67	19,018	13,928	2,706.8	6,338	44,754	43,598	152	98

REPORT OF CHIEF ENGINEER.

ENGINEER DEPARTMENT P. & R. R. R.,
POTTSTOWN, Dec. 22d, 1862.

CHARLES E. SMITH, ESQ.,
PRESIDENT.

DEAR SIR: I herewith submit the usual Statements of Roadway and Renewal expenses for the fiscal year ending November 30th, 1862, and also a record of the accidents, wear of rails, &c.

ROADWAY.

The last yearly statement of this department of the service included the repairs of the Mill Creek and Schuylkill Valley Railroads for four months; the present covers one year's expenses on those roads, and also six months on the Mount Carbon and the Swatara, and four months on the Union Railroad. It also includes an expenditure of $9329 72, chiefly on the Laterals, in repairing the damage done by the freshet of June last. Fortunately, the Philadelphia and Reading road resisted the force of the waters on that occasion so far as to receive but little damage; but on the Mill Creek and Valley roads six bridges and one mile of the track were carried away, and damage was also done to the Mount Carbon and Swatara roads. Notwithstanding these extraordinary expenses, and that the aggregate tonnage of the year has been 3,040,033 against 2,348,906 in 1861, the total Roadway expenses only exceed those of 1861 by $10,460 77, and the cost of renewing rails is less by $23,336 25 than it was in the previous year.

This last saving is chiefly owing to the fact that the main road has all been relaid with improved joints, and well ballasted; whilst the several items in which an increase will be found are those where labor constitutes the chief element, which has become scarce and high, and in the demands of the times for a more extended police.

The chief part of the materials were contracted for at the comparatively low prices which ruled at the commencement of the fiscal year, and the parties have generally complied with the obligations then entered into, although, in many cases, they have sustained pecuniary loss by doing so.

The extent of Railway in the charge of this Department, November 30th, 1862, exclusive of the Schuylkill and Susquehanna and the Lorberry, which are not included in the accounts, is as follows:

Extent of Railway Nov. 30, 1862.

	Miles of Main Track and Branches.	Miles of Sidings.	Total Miles.
Philadelphia and Reading Railroad, . . .	198.00	59.09	257.09
Willow Street Railroad, ...	3.50	0.54	4.04
Mount Carbon and Port Carbon Railroad, .	5.00	6.85	11.85
Mount Carbon Railroad (6 months), . . .	7.83	2.00	9.83
Lebanon Valley Branch, ...	70.98	8.19	79.17
Chester Valley Branch, ...	21.50	1.80	23.30
Schuylkill Valley Branch, ...	25.23	1.05	26.28
Mill Creek Branch, ...	13.78	1.52	15.30
Union Railroad Branch (4 months), . . .	3.50	0·41	3.91
Swatara Railroad Branch (6 months), . . .	6.00	0.68	6.68
	355.32	82.13	437.45

Due allowance being made for the time we have had charge of the Mount Carbon, Union, and Swatara roads, the cost of repairs per mile of track has been $599 33, against $642 79 in 1861; and on the aggregate tonnage it has been 8.45 cents per ton, against 10.49 cents in 1861.

This comparison, however, on the basis of an aggregate tonnage, although never satisfactory, gave approximate results which were of value in the former business arrangements of the Company, but since the extension of their charge over laterals, which are more or less productive in proportion to the expenses, and which extend the miles of track over which the traffic is moved, results so computed are no longer even approximately accurate. I have, therefore, in the statements for the present year, made the calculations per ton carried one hundred miles, which, whilst it will retain some relation to the former statistics, is capable of easy application to any distance.

I am glad to be able to state that the condition of the main road has been fully maintained under the heavy tonnage of the season, and that the laterals have been improved.

RENEWAL.

The Renewal account for the year includes the following items, viz.:

Road-bed and Tracks.

New rails in main tracks, 2706.8 tons,	$121,930 70	
Less old rails taken out, 2681 "	59,309 20	
Cost of renewing rails,		$62,621 50
Laying 8 miles 2d track on the Lebanon Valley R. R.,	50,770 09	
" 2¼ miles track and siding on Mill Creek R.R.,	13,588 76	
Superintendence, hauling, &c.,	7,675 04	
		72,033 89

Sidings and Switches.

On the main road 2.27 miles of siding have been constructed at Richmond and Reading at a cost of	$7,122 14	
At Palo Alto, $\frac{44}{100}$ miles, at	980 12	
And on the Lebanon Valley Branch at Harrisburg and Prescott, ½ mile,	2,822 32	
		10,924 58

Bridges.

Herbine's wooden bridge has been converted into a stone structure with three arches of 34½ feet span each, at a cost of	$7,303 80	
The Turnpike Bridge at Mount Carbon has been changed from wood to an iron structure,	1,696 57	
Drains and sustaining walls at Conshohocken for the new Depot grounds,	846 24	
Permanent bridges on the Mill Creek Railroad, in place of those carried away by the freshet of June, have been commenced,	2,673 82	
		12,520 43

Depots and Water Stations.

Coal Wharves 4, 6, and 8, have each been extended 200 feet, and the work nearly completed, at a cost of	$23,874 15	
A new set of weigh scales, 123 feet in length, have been constructed at Palo Alto,	3,784 71	
Also several smaller scales at Richmond and Willow Street Wharves,	1,435 81	
A Water Station at Monocacy, consisting of a permanent reservoir of 460,000 gallons capacity, with the necessary pump-house, pipes, and filter,	6,952 61	
Pump-house at Auburn,	753 66	
Steam pumps for Monocacy and Auburn have been built in the Reading Shops at a cost of	5,196 27	
Two small Water Stations on the Mill Creek Railroad,	478 10	
Water Station at the Falls of Schuylkill,	747 88	
Fire-proof safe in Harrisburg Depot,	353 83	
New offices and safe at Pottsville Depot,	1,726 86	
Temporary Engine House at Reading for 16 engines,	2,430 74	
Street paving at Richmond by order of the city,	1,692 51	
Sundry Watch and Tool Houses,	214 90	
		49,642 03
		$207,742 43

This branch of the service has suffered the delays incident to the excitement of the times and the demands of the Government for men in the army.

Slow progress has been made in all of the new work, the available labor being chiefly required in working and maintaining the road and its machinery.

The second track on the Lebanon Valley Railroad has been completed from Harrisburg to Hummelstown, a distance of eight miles, at a cost of $50,770 09.

The movement of coal and merchandise over this road during the year, exclusive of a heavy passenger traffic, has amounted to 555,522 tons, which is about the single track capacity of a road with grades of twenty-five feet per mile; and as there is no reason why its trade should not continue to increase, we may look to a necessity for extending its double track. If no untoward circumstances are presented, it will be desirable to add ten or twelve miles to it during the next season.

The three wharf extensions at Port Richmond ordered by the Managers, have been nearly completed at a cost of $23,874 15, and will be ready for the spring trade; the unexpended balance of their estimated cost will be sufficient to finish them.

Herbine's bridge, one of the original wooden structures of the road, had become so much decayed as to be no longer safe. It has been replaced by a stone structure, with three arches of 34½ feet span each, at a cost of $7303 80, which is nearly completed.

A permanent Water Station has been constructed at Monocacy, the central station of the road, with a reservoir of 460,000 gallons capacity, at a cost of $6952 61. Several smaller Water Stations, which the demands of an increased trade required, have also been erected; and the smaller items which make up this account are such as are incident to a constantly changing traffic and to an improving country.

The cost of renewing rails has been $2\frac{56}{100}$ cents per ton carried 100 miles, which is less than it has been for the previous eight years, and there has been one rail removed from the track for every 210 tons carried.

In view of the increasing city trade, and the early completion of the Junction Railroad, it will become necessary to provide more siding room on the west bank of the Schuylkill, and also at Palo Alto, to accommodate the increasing business from the Mahanoy coal-field.

The enlargement of the siding room at Port Richmond, ordered by the Managers, has not been completed; but enough has been done to effect a decided relief in the management of the business at that important station.

ACCIDENTS.

The accidents which have occurred during the year present no new features.

In proportion to the tonnage there has been one car broken for every 17,037 tons carried 100 miles.

The number of accidents has been	35
" " cars broken, ...	144
" " persons killed, ...	21
" " " injured, ...	11
" " cattle killed, ...	32

Of the persons killed, four, and of those injured, one only, were employés of the Company; the others were improperly upon the road, generally in the night, when they could not be seen by those in charge of the trains.

Very respectfully, yours,

J. DUTTON STEELE,

Chief Engineer.

Detailed Statement of Expenses of the Roadway Department of the Philadelphia and Reading Railroad, for the Year 1862.

REPAIRS OF ROAD.		
Raising and Repairing Track,	$72,460 28	
Ballast,	8,123 75	
Clearing Ditches,	6,136 57	
Walls and Embankments,	5,893 19	
Sills and Creosoting (No. 70,271),	29,451 75	
Timber and Lumber,	3,409 96	
Spikes,	3,202 27	
Chairs,	6,142 51	
Frogs,	6,662 46	
Switches,	5,325 60	
Sidings,	7,787 00	
Tools and Hardware,	5,012 51	
Oil and Sundries,	3,358 61	
		$162,966 46
REPAIRS OF BRIDGES.		
Stone Bridges,	$358 08	
Iron "	3,907 65	
Wooden "	2,915 42	
Farm and Road Bridges,	1,153 79	
		8,334 94
STATION AND OFFICE BUILDINGS.		
Passenger and Freight Depots and Offices,	$6,802 27	
Engine Houses,	828 07	
Water Stations,	1,413 90	
Turning Platforms,	323 00	
Workshops,	617 62	
Dwelling Houses,	1,117 03	
		11,101 89
STATIONARY MACHINERY AND DISTRIBUTION OF MATERIALS.		
Stationary Machinery,	$2,300 41	
Labor in Yard,	4,723 61	
Expenses of Engines and Cars,	18,801 88	
		25,825 90
RICHMOND WHARVES.		
Repairs of Trestle-work,	$3,515 29	
Re-planking,	6,947 14	
Shutes,	1,318 95	
Tracks and Switches,	680 02	
Docks and Wharves,	1,629 41	
Dredging,	4,804 04	
		18,894 85
POLICE OF ROAD.		
Watchmen at Bridges,	$6,581 50	
" at Stations,	3,222 62	
" at Tunnels,	938 00	
" at Road Crossings,	7,130 72	
		17,872 84
SUNDRIES.		
Clearing Ice and Snow,	$405 32	
Repairing Telegraph,	1,623 98	
Law and Travelling Expenses,	95 38	
Coal,	850 00	
Sundries,	469 24	
Superintendence and Stationery,	8,493 82	
		11,937 74
Total,		$256,934 62

Comparative Statement of the Number of Cars broken on the Philadelphia and Reading Railroad, for the Years 1848 (*from July* 1, 1848, *to Nov.* 30, 1848), 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, *and* 1862.

Cause of Accidents, . . .	Broken axle.	Broken wheel.	Broken spring and pedestal.	Broken bumper lying on track.	Broken rail.	Bent axle.	Loose wheel.	Loose brake block falling on track.	Rail out of track.	Collision.	Wood falling off tanks.	Brake lever catching on sill.	Bottom of car dropping.	Pulling-bar catching on sills.	Running over cattle.	Cow-catcher catching on sills	Running over a loose wheel.	Switch wrong.	Roping cars.	Wood car breaking.	Running too fast over crossing.	Engine pushing.	Running off track.	Rocks sliding on tracks.	Tree falling across tracks.	Track spreading.	Car off track in passing train.	Merchandise falling off cars.	Stopping suddenly.	Switch rod breaking.	Unknown.	Total number of accidents.	Total number of cars broken.	Number of persons killed.	Injured.	Cattle killed.
From July 1 to Nov. 30, 1848,	125	46	4	1	5	10	44			43	19	6			56			6	8							1		6			1	58	387	5	5	
Total for the year 1849, . .	233	28	19	5		3	31			23	6	29	11		37			5	5				1			3	15				35	161	489	12	5	
Total for the year 1850, . .	261	2	17	2	1	1	54			49	77	7	3		12		6	1	1	8	1	16	5	5			1				14	152	543	6	5	
Total for the year 1851, . .	219	47	7	16	5	19	24			56	28	18	4		43			22	10							2		3	3	4	168	530	13	9	42
Total for the year 1852, . .	223	40	1	5	1	5	45		4	86	10	6	1	5	11	2		3	11	3			2								3	185	467	20	3	36
Total for the year 1853, . .	219	49	12	4	1	21	16			116	9	10	4		42			6	14			2	4					1	1	5	165	541	24	9	22
Total for the year 1854, . .	191	33	4	3	38	15	55	47	16	174		57	7		19			16	2					8			12	1	2			185	651	20	13	30
Total for the year 1855, . .	132	28	4	28	1	59	40	53		174		12	6	15	12			24	3			1		3					2	2	179	619	29	7	46
Total for the year 1856, . .	102	96	3	5	10	12	13	19		93		2						28							4		12		11	12	170	422	28	11	19
Total for the year 1857, . .	40	17	6			19	13	8		28			5					1	4								15	8	4			66	170	9	7	18
Total for the year 1858, . .	1		1			10	4			43	1				2				1		8							3	4		19	76	13	13	36
Total for the year 1859, . .	1		3	4		1	6	6		31								2											2			27	56	19	5	65
Total for the year 1860, . .	15	1	3	1		1				42		6						1				2	8					1				25	81	14	9	51
Total for the year 1861, . .	1	3	1			3	4			46								26	1			2				2			1			28	90	18	20	50
Total for the year 1862, . .	10	1	3			1	5	2	2	102			1		15			1						1								35	144	21	11	32

Note.—Of the number of persons killed on the road in 1862, 17 were strangers; and of the injured, 10 were strangers.

RECAPITULATION.

From July 1, to December 1, 1848, 1 car broken for every 1,485 tons of coal carried.

In the year 1849, " " 2,292 " "
1850, " " 2,490 " "
1851, " " 3,114 " "
1852, " " 3,534 " "
1853, " " 2,875 " "
1854, " " 3,054 " "
1855, " " 3,574 " "
In the year 1856, 1 car broken for every 4,950 tons of coal carried.
1857, " " 10,057 " "
1858, " " 27,985 " "
1859, " " 42,952 " "
1860, " " 34,814 " "
1861, " " 26,099 " "
1862, " " 17,037 " " and mdse. carried 100 miles.

Statement of Rails removed from Tracks, and Cost of renewing Iron, per Ton, carried over the Road.

Years.	Tonnage.	Number of bars removed from tracks.	In proportion to Tonnage.	Cost of Renewing Iron.	Cost per ton in cents.
1848	1,570,531	4,070	1 bar for 385	$20,650 23	1.31
1849	1,429,564	3,352	1 " 426	12,536 01	0.88
1850	1,743,680	4,219	1 " 413	12,115 07	0.69
1851	2,145,132	5,932	1 " 361	25,855 25	1.21
1852	2,122,171	7,327	1 " 303	24,954 24	1.17
1853	2,076,197	8,032	1 " 233	35,546 59	1.71
1854	2,582,563	11,112	1 " 232	67,176 08	2.60
1855	2,909,667	25,965	1 " 113	160,138 64	5.60
1856	2,815,760	31,036	1 " 91	204,502 51	7.26
1857	2,326,706	23,568	1 " 98	154,686 50	6.64
1858	2,126,881	19,761	1 " 108	128,629 15	6.49
1859	2,405,314	16,337	1 " 147	103,334 65	4.29
1860	2,819,898	19,291	1 " 146	114,420 90	4.06
1861	2,348,906	17,579	1 " 133	85,957 75	3.65
1862	Tons carried 100 miles, 2,443,377	11,636	1 " 210	62,621 50	2.56

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Railroad Company, held January 12, 1863, *the following resolutions were adopted:*

1. *Resolved*, That the Report of the Board of Managers, this day presented and read, be, and the same is hereby approved, accepted, and adopted.

2. *Resolved*, That the Board of Managers be, and they are hereby authorized, at their discretion, to carry into effect any of the measures proposed in their Report, and, if in their opinion needful, to enter into any contracts or agreements for that purpose.

3. *Resolved*, That the powers and authorities conferred upon and granted to the Board of Managers by the resolutions passed at the last Annual Meeting be, and the same are hereby continued.

4. *Resolved*, That the Board of Managers be, and they are hereby authorized, at their discretion, to purchase the bonds of the Company at current market rates.

5. *Resolved*, That a vote of thanks be, and the same is hereby presented to the President and Board of Managers for the very able manner in which the affairs of the Road have been conducted during the past year.

At the Annual Meeting of the Stockholders of the Philadelphia and Reading Railroad Company, held January 12, 1863, *the following gentlemen were unanimously elected officers for* 1863:

PRESIDENT.

CHARLES E. SMITH.

MANAGERS.

ASA WHITNEY,
S. M. FELTON,
H. PRATT MCKEAN,
WM. SELLERS,
JOHN H. TOWNE,
A. E. BORIE.

TREASURER.

SAMUEL BRADFORD.

SECRETARY.

WILLIAM H. WEBB.

Anne & Jerome Fisher
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